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Cumbernauld: The Conception, Development, and Realisation of a Post-War
British New Town

by

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ABSTRACT

The focus of this thesis is Cumbernauld New Town, designated in 1955, and widely considered revolutionary in concept and built form, both by many contemporary architectural/planning commentators and by subsequent historians. It was hailed by its advocates as the first significant built response to the widespread criticisms of early post-war town planning, within early 1950s architectural debates in Britain: the first new towns, especially, had been branded monotonous, low-density housing estates with monofunctional centres, and Cumbernauld would rectify these faults with a dynamic, densely mixed new formula.

The thesis examines the development of Cumbernauld from designation in 1955 to the late 1970s, when the final form of the town was settled. Through in-depth research into primary sources, extensive interviews and a comprehensive field-survey of the entire original new town, it assesses whether the picture of a sharp rupture within post-war UK modernism, with Cumbernauld in the vanguard of change, might be simplified or misleading.

It concludes that the concept and realisation of Cumbernauld was indeed an incremental development of, rather than revolutionary rupture from, the patterns of its predecessors, and that it drew heavily on a range of mainstream contemporary architecture and planning influences of the late 1950s and 1960s.

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ABBREVIATIONS

AD – Architectural Design

AJ – Architects' Journal

AR – Architectural Review

CDC – Cumbernauld Development Corporation

CVRP – Clyde Valley Regional Plan

CVRPAC – Clyde Valley Regional Planning Advisory Committee

DHS – Department of Health for Scotland (from 1962 the Scottish Development Department)

NAS – National Archives of Scotland

NLA – North Lanarkshire Archive

NLS – National Library of Scotland

PPA – people per acre

PPP – Preliminary Planning Proposals

SDD – Scottish Development Department

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INTRODUCTION

1.1 THE FOCUS OF THE THESIS

This thesis focuses on the British new town Cumbernauld, begun in mid 1950s, and understood generally by contemporary commentators in the sphere of architecture and planning and subsequently to be revolutionary in theory and built form. The first new towns were branded as monotonous, low-density housing estates with monofunctional centres lacking in vibrancy and life, the breeding ground for the 'new town blues'.¹ Cumbernauld, extolled as the first significant built response to these criticisms of early post-war town planning, was to amend the faults of its predecessors with a functionally mixed, dense, and energetic urban environment.

The thesis examines the development of Cumbernauld from designation in 1955 to the late 1970s, when the final form of the town was settled. Through in-depth research into primary sources, extensive interviews and a comprehensive field-survey of the entire original new town, it examines the initial concepts for the town, what examples and theories these concepts were drawn from, how the town developed, and finally how the final form of the town reflects the initial concepts. Within these questions, the thesis assesses whether the idea of a comprehensive break within post-war modernism in the UK, with Cumbernauld

¹ J M Richards, "Failure of the New Towns," *Architectural Review* 114 (July 1953).

as a forerunner of change, might gloss over the complexities of the period or indeed be fallacious.

It concludes that the concept and realisation of Cumbernauld was an incremental development of, rather than revolutionary rupture from, the patterns of its predecessors, and that it drew heavily on a range of mainstream contemporary architecture and planning influences of the late 1950s and 1960s, and its later development departed from the original concepts based on wider trends in home ownership, shopping patterns, economic conditions and Government ambitions.

The subject was developed from an application for studentship funding submitted by Dr Miles Glendinning, Dr Wolfgang Sonne and Diane Watters, to focus on the idea of mixed-use development with Cumbernauld New Town as an early example of such planning. However, on beginning research and having visited the town on numerous occasions to carry out the field survey described in chapter 2 it was clear that the whole town itself was no more mixed-use than earlier new towns apart from in the first phase of the town centre building. This brought to light the disparity between the concepts for the whole town and those for town centre; the two are often not described as two different entities, while both are not the same. Also, the town's concepts are often used when describing the town as built, while the two have many differences. While often being the subject of review, a history showing the development of Cumbernauld

New Town does not exist.

This thesis will examine the development of the new town from the initial phases, looking not only at some of the first staff members and their influence, but the examples of planning and architecture they drew from, and that existed at the time. Later chapters consider the change in attitude in the sphere of mid-twentieth century urbanism by considering the British post-war architectural and planning context that Cumbernauld belongs to, including the early new towns which are discussed in chapter 3. Cumbernauld is seldom linked with any contemporary planned projects in this country or abroad and appears to stand alone when included in architectural and/or planning history books, being at once different from the Mark I new towns, and not closely resembling later new towns such as Milton Keynes. This idea will be discussed in the following section.

Cumbernauld's Chief Architect and Planning Officer, Sir Hugh Wilson, arrived to the site with preconceived plans – he wanted to create a compact urban area with higher densities than many post-war developments, mostly to be achieved by the exclusion of surplus open space.² Wilson's initial ideas were changed on the arrival of the architectural and planning staff, and deviated further when the specifics of the site were learned, and with changes in the political and

² Hugh Wilson, "A New Approach to a New Town," *Architects' Journal* 125 (17 January 1957).

economical spheres of Scotland, and the United Kingdom as a whole.

As will be discussed later in the literature review (chapter 1), apart from vague reviews, or building specific studies, little has been written on the development of Cumbernauld New Town, an oversight that this thesis seeks to rectify.

1.2 THE PHASES OF THE MODERN MOVEMENT

While little has been written on the development of Cumbernauld itself, much has been written about the area of post-war architecture and planning in the UK, both contemporaneously, and recently. Cumbernauld is often written about as being a significant piece of post-war planning and architecture, but such references often refer to the town centre, its megastructural centrepiece. This thesis will also try to better understand the world in which Cumbernauld was conceived – from the late nineteenth century, when the first ideas of better town planning for better standards of living were experimented with, to the 1970s, when Cumbernauld's form was settled, with a specific focus on the post-war period, to highlight where Cumbernauld fits in amongst its contemporary architecture and planning cases.

The architecture and planning of the post-war period in Great Britain, and even internationally, is gaining gravitas in terms of research interests and also in the recognition by heritage bodies responsible for landmark designation. The period

is often dealt with as a whole, the term 'post-war' standing for almost thirty years of design, planning, construction and development, and often can be found in chapters dealing with the modern movement (chapter 2, sections 2 and 3). The British post-war period in this study is considered to start from the end of World War II in 1945, which left a war damaged world clambering for change, lasting until around 1970, *Les Trente Glorieuses* in France.

Within these limits there are further transitions. Though the end of World War II brought much talk of a new way of life, new standards, new hopes and many new buildings, projects, town centres and towns, the results of the first few years of construction (or reconstruction) were criticised for not going far enough. In 1957, twelve years after reconstruction in Britain began, JM Richards wrote in the *Architectural Review* that there had been hope for a transformed Europe, but:

Somehow that has not happened. The confusion is still with us. The products of ten years of rebuilding are little different to look at from what they would have been before the war; at least that is the general impression the traveller gets everywhere in Europe except in western Germany (and to a less extent in Italy), where there has been a change, if not a total transformation.³

Further, the 1958 Expo, held that year in Brussels, was full of the "clichés" of modern architecture, offering very few truly new pavilions.⁴ This train of thought

³ J M Richards, "Europe Rebuilt: 1946-1956," *Architectural Review* 124, no. 722 (March 1957): 159.

⁴ Anonymous, "Expo 58: An Introductory Commentary," *Architectural Review* 124, no. 739 (August 1958): 75.

continued into 1960, when Philip Johnson described the “foggy chaos” in which architects found themselves in terms of style. But 1960 also saw the *Architectural Review* declare a new and distinct architectural period having begun in 1957:

Some time ago Sir John Summerson, with his historian's sense of the mathematics of cultural change, propounded a Thirty-Year Rule governing changes in architectural taste. On this basis, and extrapolating from the events of the fairly recent past, he proposed 1957 as a year of architectural crisis and change. Although it would have been difficult to pin anything down at the time – Sir John having brushed off the New Brutalism (1955) as an attempt to jump the gun – it is now clear that 1957 must have been just such a year.⁵

The end of World War II provided architects and planners with a fresh slate, the facilities, and the bureaucratic machinery to put their pre-war modernist ideas into practice. While taking steps to satisfy housing needs, stylistically the results of the early post-war period were not sufficient, and by the 1950s cries could be heard for something new and different, to make the hardships of World War II feel worthwhile. This turned into the chaos of styles described by Philip Johnson in 1960.

New towns play a large role in twentieth century planning history of Great Britain, as they do in many countries, as they exemplify the utopian ideals of planning and architecture, given they are most often built on greenfield sites with few confines apart from the purse strings of the Government. While, of course,

⁵ ———, "Architecture after 1960," *Architectural Review* 127, no. 755 (January 1960): 9.

Government financing can indeed influence the style and character of a place, designs needing to be approved by the necessary Government body before being constructed, new towns exemplified contemporaneous trends in architecture and planning, though, specifically in the British example, these trends were not always so advanced.

The British new towns followed a path based on the early Edwardian garden city principles unerringly until Corby, the last of the Mark I phase of new towns, was designated in April 1950.⁶ The next new town, Cumbernauld, was to break the mould formed by its predecessors, being heralded as a completely different kind of new town. This declaration of newness in the creation of something not before seen belongs to the realm of the *avant-garde*, “a term meaning, literally, the scouts who precede an invading army so as to survey the land and gain contact with the enemy”.⁷

1.3 AVANT-GARDE MODERNISM

The idea of ‘avant garde’ in post-war architecture and planning, as in any other period, is important as without the avant-garde, there would be little progress.

⁶ Frederic J. and Arnold Whittick Osborn, *The New Towns: The Answer to the Megalopolis* (London: McGraw-Hill Book Company, 1963), 304.

⁷ Peter Collins, *Changing Ideals in Modern Architecture 1750-1950* (London: Faber and Faber, 1965), 275.

CIAM, emerging as an avant-garde group in the late 1920s, believed architecture could not exist separately from social and economic conditions, and that architecture needed to become more rationalised using newer technology. By the 1930s, with the 'functional city', CIAM was set against the chaotic European cities, which had yet to be destroyed by World War II, in favour of functional, zoned layouts. This point is key, the 'avant-garde' party necessarily attacking the built environment. As Martin Călinescu wrote, the two necessary qualities of any avant-garde movement are:

- (1) the possibility that its representatives be conceived of, or conceive of themselves, as being in advance of their time (Obviously this does not go without a progressive or at least goal-oriented philosophy of history); and
- (2) the idea that there is a bitter struggle to be fought against an enemy symbolizing the forces of stagnation, the tyranny of the past, the old forms and ways of thinking, which tradition imposes on us like fetters to keep us from moving forward.⁸

By the post-war period the ideas of CIAM and its members, along with the simple and functional modern movement style of the interwar and early post-war years, had become much more mainstream, having influenced whole cities along with many architects, having been introduced to the avant-garde ideas while at any number of forward thinking architecture schools, the Architectural Association School and Edinburgh College of Art for example.

The later post-war period of planning and architecture, after the initial ten years of optimistic trust in earlier modernist ideas, being able to put these ideas into practice, and the anticipation for the world this construction would create, can be

⁸ Matei Călinescu, *Five Faces of Modernity* (Durham, N.C.: Duke University Press, 1987), 121-2.

construed as avant-garde in their idealistic aims and the revolutionary stance taken against the pre-war period. From the 1950s there were theories that were futuristic (i.e. megastructuralism, new brutalism) or being based in on more traditional forms that existed before planning became a conscious pastime, forms that existed before the influence of the garden city, such as those that interested the sociologists and townscapists.

The Mark I new towns were environments that both these avant-garde groups were fighting against; Cumbernauld, however, was intended as a revolution averse to the likes of Stevenage and Corby. How far were the intentions for Cumbernauld carried through into reality?

1.4 ARCHITECTURE AND PLANNING IN POST-WAR BRITAIN

This thesis offers an examination of Cumbernauld New Town in the history of new towns, and also looks at Cumbernauld in terms of the history of ideas that shaped the more general built environment in the post-war period.

The post-war British new town can be traced back at least to Ebenezer Howard's Garden City, a plan for a town built from scratch to provide a suitable environment for a healthy, happy and productive work force. Aspects of the garden city were adopted in the housing areas, and the general ethos, of the post-World War I period., and carried on through World War II, coming to a

fruition of sorts in the New Towns Act of 1946, which enabled Cumbernauld, the fifteenth British new town, to be designated. As has already been briefly discussed, Cumbernauld's plan supposedly broke away from the tradition traced from the garden city through the first fourteen British new towns. This is true in that the initial ideas for the town would bring into existence a town very different from the Mark I new towns. The plan, however, changed, and a town with marked similarities to its predecessors developed. The plan also shared in the ideas of the built environment of the 1950s and 1960s.

While the advocates of the garden cities continued their work well into the post-war period, post-war Britain was ripe with ideas and innovations, especially in architecture and planning. Some of these ideas found worth in the urban landscapes that existed before (and in some cases, during) the Victorian period. This was the case visually, for figures such as Thomas Sharp and Gordon Cullen, but also because of the way of life these places offered. The study of the sociological context of post-war architecture and planning decisions was an emergent discipline with growing credibility, and sociologists such as Peter Willmott and Michael Young awakened architectural and planning interest in the social constructs of the traditional, dense, working class neighbourhoods of the big cities. Other groups of ideas looked to the future: for instance, the megastructuralists were designing for a way of life society had yet to experience. These ideas will be further examined in part 2.

1.5 THE STRUCTURE OF THE THESIS

This thesis is composed of four parts, plus an introduction and conclusion. The first part includes two chapters, the first of which is the literature review which does not mention every source referred to in this thesis but instead traces Cumbernauld New Town literature from the 1950s to the present period, other literature analysis being woven throughout the thesis and especially in chapters 3 and 4. The second chapter covers the sources and methodology, necessary in this thesis because the research has not been purely empirical.

Part 2 examines the world of post-war planning and architecture. This has been split into two distinct chapters as each contains the ideas of one of two opposing bodies of thought: the post-war planning status quo includes the theories, concepts and practices that were created before and during the war and put into practice in the immediate post-war period in chapter 3; and those who wished, in one way or another, to reform these ideas in chapter 4.

The first chapter of this part, chapter 3, covers the garden city movement, the development of the new town idea and the research involved in its transfer from theory to British Government policy, the new towns policy itself, the resulting Mark I new towns and the criticism they received.

This is followed by the reformists in chapter 4 who attempted to change the status quo from the 1950s including such groups as the townscapists; the New Urbanists including the Smithsons, their mobility rhetoric and SPUR; the Utopianists; the Megastructuralists; and Team 10. This chapter sets the stage for examining the planning thought that went into the creation of Cumbernauld New Town and later for examining where the town can be seen to fit in architectural and planning history.

The third part deals with Cumbernauld New Town, outlining the concepts, ideas, theories, people who came together to create Cumbernauld, and then the maturity of these ideas as evident in both later plans and the town's built form. This section draws upon the writings of the Cumbernauld Development Corporation [CDC] seen in both the articles of specific members, in the official reports published, the minutes of their many meetings, and interviews with CDC architects and planners, which will be described in chapter 2.

The fifth chapter sets the stage by discussing briefly Cumbernauld's designation, a topic that has been written about in depth by Chris Carter and Michael Keating.⁹ This is followed by the vision for Cumbernauld, including plans for the town before any CDC staff were employed both by the Clyde Valley Regional

⁹ Christopher and Michael Keating Carter, "Policy-Making and the Scottish Office: The Designation of Cumbernauld New Town," *Public Administration* 65, no. 4 (1987). And ———, *The Designation of Cumbernauld New Town: A Case Study of Central-Local Government Relationships in Scotland During the 1950s*, The Working Paper Series (Milton Keynes: The Open University, 1986).

Planning Committee and the Department of Health for Scotland,¹⁰ the ideas of Hugh Wilson and how these were embraced, or excluded, by the CDC's *Preliminary Planning Proposal* of 1958. These preliminary plans were altered over a period of two to three years to 1960, the history of which is examined in chapter 7. Once the final Cumbernauld plan was fixed,¹¹ the requirements of the town were altered by external circumstances, forcing not only the original concept but also the plan itself to change drastically, the development of which up to 1967 is discussed in chapter 8 when the town centre building was officially opened. The final chapter of this part, chapter 9, examines the factors that led to the final form of Cumbernauld that can be seen today, developed between 1967 and the 1970s.

The final part of the thesis analyses the development of the town providing an examination of the different planning considerations that were thought significant in the early days of the CDC and the development of these considerations through to the construction stages, picking up specifically the discrepancies between the two and therefore showing that Cumbernauld, if not in the original plan, at least in its built form is similar to its predecessors to the degree that the terms of revolutionary and avant-garde are made null. This part also looks at

¹⁰ The Department of Health for Scotland later became the Scottish Development Department, but for continuity purposes this Government department will be referred to as DHS for the remainder of this thesis, apart from in citations.

¹¹ The word plan is used loosely as Hugh Wilson, from the first moment of his employment as Chief Architect and Planning Officer at Cumbernauld, made clear his intentions for a very flexible set of guidelines being necessary for designing a new town, instead of a master plan. This is discussed further on page 205.

the town in reference not only to earlier new towns, the Mark I new towns, but also forms links with planning thoughts of the 1950s and 1960s, showing that Cumbernauld does not stand alone but is definitely of its time.

PART 1

CHAPTER 1: LITERATURE REVIEW

SECTION 1 INTRODUCTION

Cumbernauld is certainly no stranger to criticism, nor is the town camera shy, though not always being captured in film from its best vantage point. There are a variety of sources available both in the academic architectural press, in the

less academic mass media newspapers and on the internet, in the reports covering the politics leading to designation, in the published and unpublished but available accounts by the many people involved in the creation of the town, and a further number of articles on the architectural characteristics of a specific part of Cumbernauld: the town centre.

Despite the usefulness of the information provided, Cumbernauld is still misunderstood by journalists, those who live in the town, and even academics, many of whom depend on the original planning material itself, or the ideas expressed within these documents though watered down and contorted from one person to the next, resulting in a jumble of truths and untruths with little reference to the built form of the town. Cumbernauld New Town is often lost in the plethora of writings that highlight either the town's mass of failures or focus only on certain narrow aspects of high architectural theory. While both the negative aspects of the town and theories to do with the 'megastructural' town centre are certainly noteworthy, an overall comprehension is necessary.

The two sections of this chapter, the more generalised architectural and planning history sources and those focused on Cumbernauld itself, have both been further broken down on the basis of sources published before 1980 and those published post 1980. This is due to the revision and change in attitude towards modernism that occurred around the beginning of the 1980s, as by then enough time had elapsed for the early post-war housing to be sufficiently old to

inspire reflection.

A period of time must pass in any field to allow retrospective consideration, for structures to be mature enough to be judged on their success and/or failures, when it is possible to examine the broad stylistic period so the architectural gems stand out as having special characteristics. Ten years is currently required necessary for buildings to be considered old enough for their architectural worth to stand out from their contemporaries, and so old enough to be designated by English Heritage and Historic Scotland. 1980 is arguably the year when enough distance was placed between the post-war period as a whole, thirty-five years past the end of the war and almost ten years past early to mid 1970s, the post-war period by then officially ended with Margaret Thatcher's demolition of the Welfare State.

The idea of 1980 as a turning point is one that has been written about before. John Gold sets the 'contemporary' Grand Narrative, that which "traced chains of causation linking the *deficiencies* of recently-designed urban environments back to the flawed visions of pioneering architects",¹² as emerging around 1980.

Those supporting this view reappraised buildings and environments once warmly greeted as affirmations of social progress as hugely expensive follies foisted on an unsuspecting population... They seriously questioned the results of applying abstract philosophies, especially functionalism and

¹² John R. Gold, "The Power of Narrative: The Early Writings of Charles Jencks and the Historiography of Architectural Modernism," in *Twentieth-Century Architecture and Its Histories*, ed. Louise Campbell (Oatley, UK: Society of Architectural Historians of Great Britain, 2000), 209.

aesthetic minimalism, to public housing. Perhaps more damaging, they decried as meglomania the humanism and social engineering embraced by many modern architects.¹³

For Cumbernauld such opinions and findings appeared before 1980, many having questioned the new town's success by the mid-1960s, but the overall change in position towards the post-war period seems to make itself very clear after 1980.

This chapter will look at the differing views on architecture and planning as a whole in the first section to understand the self revision architects and planners pushed for in the 1950s, and go on to look at what has been written about Cumbernauld itself. The general historical study, while of less importance than formulating the information available on Cumbernauld, is imperative as the re-evaluation and reappraisal carried out by the likes of the Smithsons, SPUR, Jane Jacobs, the townscapists, etc, is very much the reasoning behind Cumbernauld, and on many occasions Cumbernauld has been declared the symbol of their arguments.

SECTION 2 GENERAL CRITICISM AND HISTORICAL STUDIES

2.1 Post-war Architecture as Part of Modern Movement

¹³ Ibid., 210.

While only gaining greater interest recently, the architecture and planning of the post-war period is often accepted as having ideals, concepts and hopes that span the thirty or so years from 1945 to 1975. This period is often included in the wider Modern Movement in architecture. For example, Docomomo, the International Working Party for Documentation and Conservation of Buildings, Sites and Neighborhoods of the Modern Movement, readily includes buildings of the post-war period. Several issues of the Docomomo journal have been devoted to the subject, for example the September 2004 issue focuses on modernism in the United States after World War II, and more recently the September 2008 issue looks at post-war mass housing.

2.2 The Phases of Post-War Architecture and Planning

As already mentioned in the Introduction, the end of the extremely destructive World War II provided the opportunity for putting pre-war and intra-war goals into practice in the creation of a better world for everyone:

The devastation wrought by six years of total war was viewed by many architects and designers in 1945 as both an enormous challenge and a great opportunity. For those associated with the pre-war avant-garde, here was a real chance to build truly modern cities and towns with high-rise housing and functional zoning, separating residential, industrial and

recreational areas.¹⁴

The realization of these pre-war avant-garde ideas, which had already begun infiltrating planning policy and architectural thought in the inter-war years, was not often departed from. More so, stimulating environments were not always the result of these ideas, and the lack of progression in style and standards was felt to be an inadequate slump into stagnation to many critics and commentators.

The next key change in post-war architecture was the decisive shift that occurred at some time in the 1950s, at the front of which Cumbernauld was showcased, along with several other key pieces of the built environment. J M Richards was already finding serious fault with the lack of progress in European wide post-war reconstruction by 1957, saying that “the products of ten years of rebuilding are little different to look at from what they would have been before the war”,¹⁵ a thought echoed a year later in review of the 1958 Expo in Belgium,¹⁶ and in 1960 it was found by Sir John Summerson, in a moment of reflection, that 1957 was the year of change.¹⁷

Mostly all contemporary historians recognize a shift some time in the 1950s instead of in the immediate post-war period. Harry Francis Mallgrave does as much in his *Modern Architectural Theory*, in which the chronologically ordered

¹⁴ David Crowley and Jane Pavitt, "Introduction," in *Cold War Modern: Design 1945-1970*, ed. David Crowley and Jane Pavitt (London: V&A Publishing, 2008), 17.

¹⁵ Richards, "Europe Rebuilt: 1946-1956," 159.

¹⁶ Anonymous, "Expo 58: An Introductory Commentary," 75.

¹⁷ ———, "Architecture after 1960," 9.

chapters group the years 1934 to 1958 and 1959 to 1967, with the final meeting of the Congrès Internationaux d'Architecture Moderne at Otterlo, Belgium, CIAM '59, being the official breaking point.¹⁸ John Gold similarly uses the influence of the CIAM meetings as a starting and stopping point in his *Experience of Modernism*, which covers the years 1927 to 1953, the Weissenhof exhibition at Stuttgart and the Aix-en Provence Congress, respectively.¹⁹ The sequel, *The Practice of Modernism*, opens in 1954, "against a background in which expectation tinged with equal measures of uncertainty and resignation abounded",²⁰ and covering the period up to 1972.

While the dates change slightly and are dependent on different factors such as official meetings or just a sudden recognition that things had not changed stylistically after ten years of living in the new world of post World War II Europe, at some point, or indeed at many points, in the 1950s a new direction was being called for and prepared.

The designation of the first phase of the new towns was also at an end by the early 1950s due to a nationwide political shift. If there were to be any further new towns, and it seemed very unlikely that there would be due to cost and a

¹⁸ Harry Francis Mallgrave, *Modern Architectural Theory: A Historical Survey, 1673-1968* (Cambridge: Cambridge UP, 2005), 358.

¹⁹ John R. Gold, *The Experience of Modernism: Modern Architects and the Future City 1928-53* (London: E & FN Spon, 1997), 11.

²⁰ ———, *The Practice of Modernism: Modern Architects and Urban Transformation 1954-1972* (London: Routledge, 2007).

reversal of the necessary labour policies, they would have to break with the past, and so with those new towns designated before 1950, the history of which has been well covered from a variety of different aspects.

2.3 The New Town Movement

Several anthologies exist covering the development of the British new towns, and the trend for new towns globally. The most comprehensive of these include those by Frank Schaffer, Frederick Osborn and Arnold Whittick, Philip Opher and Clinton Bird, Pierre Merlin, David Cowling, Lloyd Rodwin, J B Cullingworth, and William Houghton Evans.

Frank Schaffer's *The New Town Story*,²¹ and *British New Towns Policy*,²² by Lloyd Rodwin, both follow the development of the new towns, covering all aspects of policy, finance, and administration. Philip Opher gives a very brief, though very precise, history of the development of Cumbernauld New Town in his illustrated guide to the British New Towns, published in 1981. Cumbernauld is juxtaposed with one earlier new town, East Kilbride, and the later generation new town of Irvine. Opher claimed, "By the mid-fifties the earlier new town planners were thought to have been naïve in trying to create a social structure

²¹ Frank Schaffer, *The New Town Story* (London: Paladin, 1972).

²² Lloyd Rodwin, *British New Towns Policy: Problems and Implications* (Cambridge: Harvard UP, 1956).

based on neighbourhoods; short-sighted in their provision for the private motor car; cavalier in their use of valuable agricultural land; and above all, to have failed to create the appropriate urban setting for people's lives in the last half of the twentieth century".²³ This is unlike *The New Towns*²⁴ by Osborn and Whittick, which judges each new town against the garden city, of which Frederic Osborn was an impassioned advocate.

Pierre Merlin's account of the new towns covers not only those in Great Britain, but those in Poland, America, France, and the Netherlands. *New Towns*,²⁵ published in several languages, including Russian, has circulated the story of new town development internationally. The information included is brief, not looking into the details of each individual British new town, but sets out the general ideas behind their implementation.

While the sources on new towns range in detail and bias, none is significantly critical of the policy of new town construction, each maintaining that the idea of decentralization and the creation of satellite communities could only be beneficial, and none mentioning one town or another in a categorically discouraging manner.

²³ Philip and Clinton Bird Opher, *Cumbernauld, Irvine, East Kilbride: An Illustrated Guide to the British New Towns* (Oxford: Urban Design, Oxford Polytechnic, 1980), 2.

²⁴ Osborn, *The New Towns: The Answer to the Megalopolis*.

²⁵ Pierre Merlin, *New Towns: Regional Planning and Development* (London: Methuen & Co Ltd, 1971).

SECTION 3 CUMBERNAULD PRE-1980 PUBLICATIONS

3.1 The Cumbernauld Development Corporation's Publications

The CDC, and specifically those employed as architects and planners within that organisation, wrote prolifically on the subject of their work on the new town in a variety of journals. The heads of the teams responsible for housing wrote about housing;²⁶ Hugh Wilson wrote generally about the whole town;²⁷ Wilson and the head of the central area team, Geoffrey Copcutt, teamed up to write about the town centre building;²⁸ Copcutt wrote several pieces on his town centre concept;²⁹ the engineers wrote about the road plan;³⁰ etc.

The outcome of each paper is clearly that the work done at Cumbernauld is unique, unlike anything done before, even if the architects and planners

²⁶ Roy Hunter and Derek Lyddon, "Cumbernauld: The Housing Pattern Discussed," *Architect & Building News* (29 March 1961).

²⁷ Wilson, "A New Approach to a New Town.", Hugh Wilson, "The Design of a High Density New Town" (paper presented at the Town and Country Planning Summer School, St Andrews, 1960), L Hugh Wilson, "Cumbernauld," *Architectural Prospect*, no. 115 (Spring 1959).

²⁸ Geoffrey Copcutt, D R Leaker and L Hugh Wilson, "Cumbernauld New Town: Central Area," *Architectural Design* 33 (May 1963).

²⁹ Geoffrey Copcutt, "Car Parking in Cumbernauld," *The Architects' Journal* (15 December 1960), ———, "Planning and Designing the Central Areas of Cumbernauld New Town," in *Architects' Year Book XI: The Pedestrian in the City* (Elek Books, 1965).

³⁰ A.K. Gibbs, "Cumbernauld New Town, Mark II: The New Road Plan," *Architects' Journal* (1959).

themselves were in some ways very traditional having had cut their architectural teeth in places such as London County Council Architects' Department, Stevenage, and Coventry, discussed further in chapter 5. The rhetoric of the town's concept lying in the realm of radicalism stems back to the original descriptions by the CDC, which often called for a reverse of previous new town plans. The town's proposals were thought to "break new ground in the design of new towns",³¹ and Hugh Wilson himself was aware of his aim for a different kind of new town: in 1957 Wilson wrote, "I am conscious that the future will show if we are right in our claim that Cumbernauld is 'the first of the Mark II New Towns',"³² a claim which has been questioned surprisingly little since 1957.

3.2 The Architectural Press

Similar thoughts can be clearly found from the early 1960s onward. In 1963 the *Concrete Quarterly*, on juxtaposing Cumbernauld with earlier new towns, found that "for all the British New Towns – a recurring source of admiration to architects and planners from abroad – Cumbernauld is the most revolutionary in concept", though in this instance the author distinguished between the built town and its concept; one can imagine this is due to the article being written in 1963, before a great deal of the town was constructed for analysis, as the distinction is

³¹ Anonymous, "Cumbernauld New Town: Preliminary Planning Proposals," *Architects' Journal* (1958): 858.

³² Wilson, "A New Approach to a New Town."

not made so readily in later references to the new town. Not far behind this is Joseph Rykwert's description of the town in *Domus* in 1967, where he wrote that "Cumbernauld was from the outset conceived differently from the previous new towns in Britain".³³

By the late 1970s the town was still being discussed, though less so than in the previous decade. At this time two former CDC employees and long time residents of Cumbernauld, Jim and Krystyna Johnson, wrote *Cumbernauld Revisited*.³⁴ The article spends equal time examining the housing, the roads and the town centre building, focusing on the mark the Cumbernauld made in each category, but in no way glosses over the problems already apparent by 1977. Referring to the footpath system, for instance, the Johnsons wrote that, "the separate network of footpaths suffers from not having the clear image of the road pattern. All parts of the town and surrounding green areas are connected by paths, but the routes often appear confusing and complicated".³⁵

Very useful information about life in the town and the kind of life one can live in Cumbernauld is also provided by the article, to the observation that, "there is a rich social life, though it tends to centre round institutions and the churches

³³ Joseph Rykwert, "The Heart of Cumbernauld," *Domus* 456 (November 1967).

³⁴ Jim and Krystyna Johnson, "Cumbernauld Revisited," *The Architects' Journal* (5 October 1977).

³⁵ *Ibid.*: 642.

rather than commercial entertainment”,³⁶ which is rare in other sources before 1980. However the article does little to tackle the question of how the original conceptions ended up as they did, as this was not the authors’ intention. Though even with the recognition that the plans of the CDC did not come to fruition in all cases, the authors still believed that “Cumbernauld stands alone...,having been created at the high point in the architectural profession’s belief (fired by social idealism) that it could change society by creating a better world to live in”.³⁷

3.3 Academia

Already by the 1960s Cumbernauld was attracting international attention. 1966 saw the results of a study at Harvard University published. The study, carried out by three students of the Urban Design Program in the Graduate School of Design attempted to “evaluate the design of Cumbernauld in terms of a specific

³⁶ Ibid.: 649.

³⁷ Ibid.: 638.

list of performance characteristics for city design”.³⁸ The report is unique in recognising that several of the key issues made significant by the CDC were not completely implemented, though this is only covered very briefly on one page, density being the only characteristic covered in any detail.³⁹ Despite this concession, the report still describes the new town as something apart: “A more objective reason for carrying out an evaluation at this stage is its uniqueness, both as a form and as a milestone in the development of attitudes towards new town in Britain”.⁴⁰

A PhD was completed at the University of Edinburgh on urban form in 1970, which used Cumbernauld as a case study.⁴¹ The author, Lewis Waters, while providing an excellent introductory survey in the first volume on the intentions of Cumbernauld, little is done to figure out where the CDC’s ideas came from, relying in many arguments on the belief that the planning theory used at Cumbernauld was not rooted in contemporary or previous planning thought: “Many ideas in communications networks, housing area arrangement, the central area, and open space are distinctly different from those used in the post-war towns”.⁴² Not only does the thesis tend to think of Cumbernauld as being

³⁸ Bruce Anderson, Michael Brammah and Karl Stevens, “Cumbernauld New Town Case Study,” (Boston: Urban Design Program, Graduate School of Design, Harvard University, June 1966), 1.

³⁹ Ibid., 8-9.

⁴⁰ Ibid., 2.

⁴¹ Lewis T Waters, "Urban Form Systems in Physical Planning: A Case Study of Cumbernauld" (University of Edinburgh, 1970).

⁴² Ibid. 112

very influential on the next phase of new towns, for instance as the main influence for the popularity of higher densities,⁴³ but also that “Cumbernauld has acted as almost a complete break with the previous new towns in both its general design concepts and in details of its physical form”.⁴⁴

William Evans-Houghton did not have a different opinion of Cumbernauld when he wrote *Planning Cities: Legacy and Portent*. “The first attempts to bring British town planning theory into line with the new discoveries about traffic”, Evans-Houghton wrote, “came with two new towns”, Cumbernauld, the case study of this thesis, and Hook, the proposed new town designed by the LCC. “Together”, he continued, “they marked a new departure in British planning”.⁴⁵

New Society was the outlet for several more opinions on Cumbernauld that were not far removed from to those already mentioned above. Peter Hall, on calling for a new style of plan flexible for future needs, described Cumbernauld as not only having an “epoch-making plan”, but as being plain “epoch-making”.⁴⁶ Hall proceeds in the article to make no links between the Mark I new towns and Cumbernauld, mentioning only the ways in which they differ, not considering any connections between the new ideas of the “epoch-making plan” and previous

⁴³ Ibid., 108-9.

⁴⁴ Ibid., 115-6.

⁴⁵ William Houghton-Evans, *Planning Cities: Legacy and Portent* (London: Lawrence and Wishart Ltd, 1975), 103.

⁴⁶ Peter Hall, “The Pattern of Cities to Come,” *New Society* 7, no. 180 (10 March 1966): 7.

planning theory.

Peter Wilmott not only accepted Cumbernauld's break with the past but pronounced that belief as common knowledge: "As is well known, Cumbernauld represents something of a break with the conventional 'garden city', both in its general design as a town and in its layout and design of its housing areas".⁴⁷

Despite the common acceptance of Cumbernauld as being a break away new town, there was some juxtaposition of Cumbernauld and previous planning thought. In Arthur Ling's article on the new towns in 1964, while mentioning Cumbernauld only briefly in one sentence, Ling recognises the roundabout traveled of certain planning ideas on one hand while on the other separates Cumbernauld from the other new towns: "The only notable exception in Britain to this general post-war pattern has been at Cumbernauld where there has been a reversion to higher densities and a non-radial layout".⁴⁸ Instead of saying Cumbernauld was planned with high densities and abandoned the radial layout, Ling linked Cumbernauld to earlier planning thought when higher densities and non-radial layouts were the norm.

Even more so Ian Brown, in an article immediately following Ling's, very briefly looked at whether or not Cumbernauld did offer something new:

⁴⁷ Peter Wilmott, "Housing in Cumbernauld: Some Residents Opinions," *Journal of the Town Planning Institute* 50 (5 May 1964): 195.

⁴⁸ Arthur Ling, "The Newest Towns," *New Society* 4, no. 93 (9 July 1964): 10.

Seen alongside the 14 new towns which preceded it, one can accept that it is, that it represents in many important ways a major advance: in systematic traffic segregation; in the sophistication and scale of the road network; in the multi-level, traffic-integrated centre; in the attempt at least, and a brave one, to build the town as a whole unit; in the achievement for the first time of a real urbanity and containment in low-rise housing over continuous areas – even if this be in the end a village urbanity.⁴⁹

There also existed a thread of thought that perhaps realised Cumbernauld's plan might not follow through into practice, and so referred only to the plan of the town as being unique. The New Town's showcase in *the Concrete Quarterly* clearly referred to the concept when dealing with the innovative nature of the town: "For all the British New Towns – a recurring source of admiration to architects and planners from abroad – Cumbernauld is the most revolutionary in concept".⁵⁰

Ferdynand Zweig also wrote as much in his *Cumbernauld Study* of 1969.⁵¹ While the Mark I new towns, wrote Zweig, compromised popular taste and modern architecture, the second phase of new towns branched out to new conceptions.⁵² Despite this, the *Study* does not follow the development of the town through and instead provides a critique in terms of how Cumbernauld functions as a town, including the thoughts of the new town's residents.

⁴⁹ Ian Brown, "Cumbernauld - a New Urbanity," *New Society* 4, no. 93 (9 July 1964): 12.

⁵⁰ Anonymous, "Cumbernauld New Town," *Concrete Quarterly* 57 (April-June 1963): 22.

⁵¹ Ferdynand Zweig, "The Cumbernauld Study," (London: October 1969).

⁵² *Ibid.*, 10.

Along a similar vein Cumbernauld's plans were received as revolutionary in the architectural press of the 1950s and early 1960s. *The Architects' Journal* believed the new town's proposals broke "new ground in the design of new towns".⁵³ Robert Jeffery, writing in *Architectural Design*, wrote that, "In applying and evaluating ideas inherent in Cumbernauld we are dealing with ideas that could radically alter the physical shape of the built-environment as a whole and not simply in terms of new towns, but in existing towns also".⁵⁴ Though Jeffrey's article pertains to the town centre, this quotation seemingly refers to the whole town.

SECTION 4 CUMBERNAULD AFTER 1980

4.1 Academia and the Architectural Press

Cumbernauld has been investigated several times since construction began.

Recently, Cumbernauld was included in Miles Glendinning, Ranald MacInnes,

⁵³ Anonymous, "Cumbernauld New Town: Preliminary Planning Proposals."

⁵⁴ Robert Jeffrey, "Cumbernauld Centre/the Projection of a New Urban Language," *Architectural Design* (May 1963).

and Aonghus MacKechnie's *A History of Scottish Architecture*,⁵⁵ and also in Glendinning and MacKechnie's *Scottish Architecture*, where the town is described as drawing "on the most avant-garde strands of British planning thought".⁵⁶ This description can be found in many more places other than the *Scottish Architecture*. Alan Middleton shares this thought in his article of 1983 in which he wrote about the new town and the climate from which it was born: "It was a future not only of full employment and material well-being but also of the development of 'urban communities'. The revolutionary physical form of Cumbernauld, the only new town to be designated in the 1950s, reflected this optimism".⁵⁷

Further, Cumbernauld has been described in other, general texts covering architecture and planning including Eleanor Smith Morris' *British Town Planning and Urban Design*.⁵⁸ Morris, in tracing the development of town planning in the UK, groups Cumbernauld and Hook New Town in a single section though deals with them separately. Cumbernauld, Morris wrote, "represented a significant departure from the first-generation New Towns".⁵⁹

⁵⁵ Miles Glendinning and Ranald MacInnes and Aonghus MacKechnie, *A History of Scottish Architecture* (Edinburgh: Edinburgh University Press, 1996).

⁵⁶ Miles Glendinning and Aonghus MacKechnie, *Scottish Architecture* (London: Thames & Hudson Ltd, 2004), 197.

⁵⁷ Alan Middleton, "Cumbernauld: Concept, Compromise and Organizational Conflict," *Built Environment* 9, no. 3/4 (1983): 218.

⁵⁸ Eleanor Smith Morris, *British Town Planning and Urban Design* (Harlow: Longman, 1997).

⁵⁹ *Ibid.*, 101.

Nicholas Bullock wrote about the formation of the new avant-garde in his *Building the Post-War World*. Though the book is supposed to cover all of Britain, Bullock pays almost no attention to Scotland at all. The key building he links with the new avant-garde is Hunstanton School in England. However, his criteria for the avant-garde, “designing for a world of post-war plenty”,⁶⁰ and “the machine aesthetic”,⁶¹ are both key to Cumbernauld new town centre, if not the whole town.

There have also been several general histories covering the politics that led to the designation of Cumbernauld. Chris Carter, author for several of these, was an employee of the CDC for several years. His work, *The Designation of Cumbernauld New Town: A Case Study of Central-Local Government Relationships in Scotland During the 1950s*,⁶² and a further work written with Michael Keating, *Policy-Making and the Scottish Office: The Designation of Cumbernauld New Town*,⁶³ describe the political climate that led to the designation of the new town, though neither extends their coverage past the initial planning stage.

Carter had, however, already examined the subject of innovations at

⁶⁰ Nicholas Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain* (London: Routledge, 2002), 110.

⁶¹ Ibid., 113.

⁶² Carter, *The Designation of Cumbernauld New Town: A Case Study of Central-Local Government Relationships in Scotland During the 1950s*.

⁶³ ———, “Policy-Making and the Scottish Office: The Designation of Cumbernauld New Town.”

Cumbernauld New Town in his dissertation submitted in July 1982 entitled *Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962*.⁶⁴ In this work conceptual, design, procedural, and policy innovations are discussed, though each is considered individually. While this dissertation is the first attempt to contextualise Cumbernauld using facts and concrete examples, Carter did not trace the concept and design innovations further than the description of the intentions of the CDC; indeed there is little to no mention of how these conceptual or design innovations were carried into practice, or even if the CDC's concepts were constructed.

The town centre building has been the focus of much attention since 1980, being such an iconic post-war structure. In 1991 Miles Glendinning completed *Cluster Citadel*, an unpublished report that traces the classification of the multi-storey, mixed-use, town centre structure, writing a detailed description of the first phase and including a bibliography of Cumbernauld's town centre building.⁶⁵ 2006 saw the publication of two articles also on the town centre; the first is *Appreciating Cumbernauld* by Scottish architect Gordon Murray,⁶⁶ and the other, *The Making of a Megastructure*,⁶⁷ by academic John R Gold which was

⁶⁴ Christopher J Carter, "Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962" (July 1982).

⁶⁵ Miles Glendinning, "Cluster Citadel: Cumbernauld Town Centre, Phases One and Two, Typescript."

⁶⁶ Gordon Murray, "Appreciating Cumbernauld," *Architectural Design* 76, no. 1 (2006).

⁶⁷ John R. Gold, "The Making of a Megastructure: Architectural Modernism, Town Planning and Cumbernauld's Central Area 1955-75," *Planning Perspectives* 21, no. 2 (2006).

included, in a revised form, in his book, *The Practice of Modernism: Modern Architects and Urban Transformation 1954-1972*. Both articles discuss the town centre building's history and show signs of appreciation, as evident in the title of the first, for a structure that had in 2005 been publicly scourged by Channel 4's Demolition series.

4.2 Mass Media Coverage

More recently Cumbernauld has made a comeback, though this has not necessarily been due to positive interest. Current attention can be broken into two main courses: academic attention devoted to the brutalist town centre building as just discussed in the previous section, and scathing mass media attention calling for the town centre's, and occasionally the whole settlement's, demolition.

The Demolition series is just one example of a number of mass media articles and shows that either misused and manipulated information for great effect or completely misunderstood the aims of the town and the town centre. The website for the Demolition series makes grandiose and very incorrect statements. For example, "the penthouse accommodation was rejected by

those who could afford to live elsewhere”,⁶⁸ when actually the penthouses were extremely popular and abandoned only when the right to buy scheme was instigated in the 1970s, the CDC realising that having owner occupied parts of the town centre building might prove problematic.⁶⁹

Of course the television series, and Cumbernauld's inclusion as a candidate for demolition, certainly provided fodder for newspaper journalists. Articles such as *So How Did We Get From Classical to Carbuncle?* not only skewed facts about Cumbernauld, but also architectural history: “Ned culture is partly the result of bad parenting. It is also the result of soulless, Stalinist architecture like Cumbernauld, and similar Scottish new towns and housing schemes”,⁷⁰ Cumbernauld, for better or worse, having no stylistic similarities to Stalinist architecture.

More sympathetically and objectively, several articles attempt to bring to light the difficulties faced by Cumbernauld's town centre building. Alexander Linklater wrote in 1999 that, “So it is a kind of tragedy to see what accidents of economy, unpredictable social developments, and some infelicities in the original design of Copcutt's town centre have wrought on the heart of this place”,⁷¹ recognising

⁶⁸ Channel Four, “Demolition: The Programmes,”
<http://www.channel4.com/life/microsites/D/demolition/series.html>.

⁶⁹ Jessica Taylor, “Interview with Jim Johnson,” (Edinburgh: 29 February 2008).

⁷⁰ George Kerevan, “So How Did We Get from Classical to Carbuncle?,” *The Scotsman* 21 February 2005.

⁷¹ Alexander Linklater, “The Heart of the Matter,” *The Herald* 15 November, 1999.

that there is a clear demarcation between the “much-maligned Cumbernauld town centre”⁷² and the rest of the town, both have which suffered, along with the rest of Great Britain, the trials of the later twentieth century.

Eddie Gibb wrote a not dissimilar article for the *Sunday Herald* also in 1999, pointing to the, “unemployment and decay problems which hit the poorer parts of every town in Scotland”,⁷³ as partial reasoning for Cumbernauld’s condition heading toward the millennium. However Gibb on the other hand includes equally disparaging and opinionated statements such as, “Manhattan is built on a grid which means that you are never lost. Uptown, downtown, crosstown – the choices are simple. Cumbernauld is not like that. The planners employed a rather more abstract template which means you are always lost”,⁷⁴ which might hold true for a first time visitor with little sense of the town’s layout, but not for a regular visitor, let alone a long time inhabitant.

SECTION 5 CONCLUSIONS

The variety of sources available on Cumbernauld leaves many gaps. Some sources even complicate matters by further confusing the history of the new

⁷² Ibid.

⁷³ Eddie Gibb, "What's It Called?," *The Sunday Herald* 1999.

⁷⁴ Ibid., 19.

town. An essay by the architecture critic and journalist Lucy Bullivant⁷⁵ in *Happy: Cities and Public Happiness in Post-War Europe*⁷⁶ is one such piece.

Bullivant describes the town in her piece, but confusingly so, merging the unusual, brutalist town centre with the unusual yet traditional housing areas:

The town not only pioneered a freedom from the growing urban periphery, but new ideas in social and economic development, anticipating the beginning of Scotland's transition from a heartland of traditional industry to a new age of flexible, light industries in which urban centres were the seedbed of new high technologies. A compactly planned development, its housing was combined with private gardens in most cases in named neighbourhoods (with a corner shop for every 400 homes), and totally separated not only from busy roads but from factories. These 'radiated' from the town centre in proximate, but self-contained areas that prefigured structured contemporary suburban developments. A defined perimeter marked the town off from the surrounding landscape, while its split level form gave it an excellent vantage point from which to view and tour the surrounding countryside. Surprisingly, it was the only British new town to be started on site during the 1950s. It was the product of an interdisciplinary meeting of minds: professors of physics, economics and sociology notably contributed to the design of the first phase, which was opened in 1966.⁷⁷

This paragraph should be, and is, about Cumbernauld as a whole, yet without clearly stating the subject the last sentence refers only to the town centre, the part of the town for which the professors of physics, sociology and economics were consulted for matters of wind, floor space per person needed, etc.

Aside from the confusion between the town and the town centre, which is not an error seen everywhere, there still exists a more serious confusion between the

⁷⁵ Lucy Bullivant, "Cumbernauld," in *Happy: Cities and Public Happiness in Post-War Europe*, ed. Cor Wagenaar (Rotterdam: NAI Publishers, 2004), 167-8. Cumbernauld Town Centre was actually opened 18 May 1967.

⁷⁶ Cor Wagenaar, ed., *Happy: Cities and Public Happiness in Post-War Europe* (Rotterdam: NAI Publishers, 2004).

⁷⁷ Bullivant, "Cumbernauld."

town's original plan and the town as built. There is also little work done on how the town functions socially: how people use the space, what people think, and initially thought, of their new town, etc. These questions hopefully can be addressed in a future study.

Reading through the survey of writings concerning Cumbernauld, none have fully tackled the town as a whole, and none have looked at what the plan turned into or how such developments happened. This study will try to fill these gaps, tracing the development of the town from original concepts to built form, showing not only that the concepts were modified to be less avant-garde and more typical of post-war developments, but that the original concepts themselves were based firmly in the planning ideas of the mid-1950s to the 1960s.

CHAPTER 2: SOURCES AND METHODOLOGY

SECTION 1 INTRODUCTION

As said earlier (pages 11-2), the intended topic of the thesis, mixed-use

development, was chosen on the assumption that copious documentary sources would be available. Unfortunately, to the shock of all parties involved, this was not the case, owing to the particular form of the municipal body taking over. The Cumbernauld Development Corporation was taken down to size, leaving little in the way of primary sources apart from meeting minutes and finalised reports. Interviews were always an intended part of the project, but the thesis was not initially to depend on them so heavily. However, the quality and amount of information the interviews provided were of immense value, far outweighing the early archival disappointment.

To assess whether the picture of a sharp rupture within post-war UK modernism, with Cumbernauld in the vanguard of change, might be simplified or misleading, several forms of research were necessary. Firstly, a survey of secondary sources not only with Cumbernauld as the focus but also on the wider historical setting of planning and architecture in the post-war period was carried out, described to a point in the previous chapter. This was followed by extensive archival research.

These first two phases of research, while forming the basis of the thesis, left gaps in the time line of the development of the town, and in understanding the process of development. Section 2 of this chapter outlines the archival documents that were available, and those that would have been useful had they still existed. The gaps were filled, and the information already gathered

supplemented, by a series of semi-formal interviews with the former architects and planners of the CDC. The process used will be discussed in section 3 of this chapter.

Alongside the oral history methodology in section 3 will be discussed a key element of research that has helped in the formation of this thesis: fieldwork survey and recording. The surveying of the town on foot is what initially prompted the questioning of what information was available on the new town; the existing Cumbernauld was in many ways sharply different from the town that had been described by the secondary, and in some cases primary, research.

SECTION 2 SOURCES

2.1 Available Sources

Two main archives were drawn from in this study, that of the CDC, the papers of which are kept at the North Lanarkshire Archive, and of the Department of Health for Scotland, known from 1962 as the Scottish Development Department, held at the National Archives for Scotland. The first of these archives, that of the now decommissioned CDC, contained the minutes of meetings from the financial, housing, general, etc., committees, as well as pamphlets, reports,

news cuttings, and many of the plans and drawings for the housing areas and town centre.

The relevant papers held at the National Archives for Scotland are particularly extensive, providing information not only the final decisions in the form of minutes, but also the memos and correspondence that led up to important actions taken with reference to Cumbernauld New Town, and its predecessors. These allow a whole picture to be formed instead of just seeing the final results.

2.2 Non-available Sources

Unfortunately the CDC archives, while including information about final decisions taken by the different committees, do not hold any correspondences, notes, memos, sketches, or any of the other less formal documents that can often be extremely informative in describing processes, development, progress, and the thoughts behind the design. This was singularly disappointing as the minutes only made clear the final decision, and while this kind of information in itself has proved significant it left many gaps.

While the National Archives did house such information, as would be expected these documents explained the thoughts of the DHS with reference to Cumbernauld, and very rarely included the writings of the CDC. For example,

there is a document from the first town centre meeting discussing Geoffrey Copcutt's design sketches. This provides the comprehensive opinions of a DHS employee on what Copcutt was showcasing, with a rough sketch, but there is no comparable document recording Copcutt's thought processes.

SECTION 3 METHODS

3.1 Interviews

At the simplest level of folk wisdom, we all know that there are great storytellers and some so clumsy that they could not tell a simple joke properly if their lives depended on it.⁷⁸

To better understand the thought processes, procedures and minds that were woven together to create Cumbernauld New Town a series of informal interviews were conducted with fifteen of the earliest employees of the CDC and one other involved directly with the construction of the town centre building. These interviews not only help to answer those questions left undetermined by missing archival material (i.e. correspondence, memos, sketches and papers involving the workings of the CDC) but have made what information is available more comprehensible. The first few interviews were conducted without the help of a recording device, and so notes were taken. The notes were backed up by

⁷⁸ Seymour J Mandelbaum, "Narrative and Other Tools," in *Story and Sustainability*, ed. Barbara Eckstein and James A Throgmorton (London: MIT Press), 190.

written papers provided by the interviewees, and were reviewed by the interviewee if there were no written papers to clarify and against which the notes could be compared for correct spelling, dates, etc.

The majority of the interviews were conducted complying with standard oral history protocol, as followed by leading architectural historians on the subject of modern architecture such as John R Gold,⁷⁹ and described by relevant groups such as the Oral History Society,⁸⁰ the Oral History Association,⁸¹ and the Center for the Study of History and Memory.⁸² Once the interviews were completed and the interviewees were made fully aware of how the interviews were to be used, the recorded interviews were transcribed fully and returned to the interviewee for any retrospective amendments they wished to make. Some interviews were returned with corrections, which were heeded, and others were not in which case the original, unamended transcript has been referred to for quotes. The transcribed interviews, however, will not be used in their whole complete form anywhere, and the interviewees were made aware of this fact.

The aim of the interviews was to discover not only what the interviewees remembered of working at Cumbernauld New Town, but also what they did

⁷⁹ Gold, *The Practice of Modernism: Modern Architects and Urban Transformation 1954-1972*, 14-15.

⁸⁰ Oral History Society, <http://www.ohs.org.uk/advice/index.php>.

⁸¹ Oral History Association, "Oral History Evaluation Guidelines: Pamphlet Number 3," <http://www.indiana.edu/~cshm/techniques.html>.

⁸² Barbara Truesdell, "Oral History Techniques: How to Organize and Conduct Oral History Interviews," <http://www.indiana.edu/~cshm/techniques.html>.

before being employed at the CDC, their personal theories on planning and architecture, and what they thought of the new town. A sample list of questions can be viewed in appendix 1. Though even the interviews were not to be relied on fully for the completion of the Cumbernauld narrative as many of the former CDC employees left for other positions in Scotland and abroad quite early on in Cumbernauld's development as a town. While all remained interested in the town, not all went back to see the new town's more finalised form in later decades, in many cases their impression and perception of the town being bound to the town's first five years of conceptual development. The research was further supplemented by further research into the built form of the town by direct experience by looking at, walking around and through, and driving around and through Cumbernauld.⁸³

3.2 Survey and Town Visits

To understand Cumbernauld's history and evolution a survey was necessary to examine what was actually built. Due to time, resources, and existing skills a photographic field survey was found most applicable. This method is one used

⁸³ These three methods of direct experience were listed as part of Kenneth H Craik's process model for the comprehension of environmental displays in Kenneth H Craik, "The Comprehension of the Everyday Physical Environment," *Journal of the American Institute of Planners* 34, no. 1 (January 1968): 31.

by Docomomo, the International Working Party for Documentation and Conservation of Buildings, Sites and Neighborhoods of the Modern Movement in its register of modern movement buildings and sites, and indeed the fiche form used for the purposes of this research is based on that of a Docomomo fiche.

The fiche form has several data fields with categories including plan/image, name, grid reference, typology, original brief, date, overall plan, individual elements, notes, authenticity, and references. The form itself was adapted from the Docomomo ISC Urbanism & C Fiche, with a notes field for any other information replacing the more time consuming and less useful evaluation field.

The architecture survey and recording department of the Royal Commission on the Ancient and Historical Monuments of Scotland also relies heavily on photographic field survey to provide a quick and thorough record of the built environment. Lewis Waters also used such a survey for his PhD thesis *Urban Form Systems in Physical Planning: A Case Study of Cumbernauld*,⁸⁴ having based his methods on two other works, *Survey Methods in Social Investigation* by Sir Claus Moser and *The Comprehension of the Everyday Physical Environment* by Kenneth H Craik.

⁸⁴ Waters, "Urban Form Systems in Physical Planning: A Case Study of Cumbernauld".

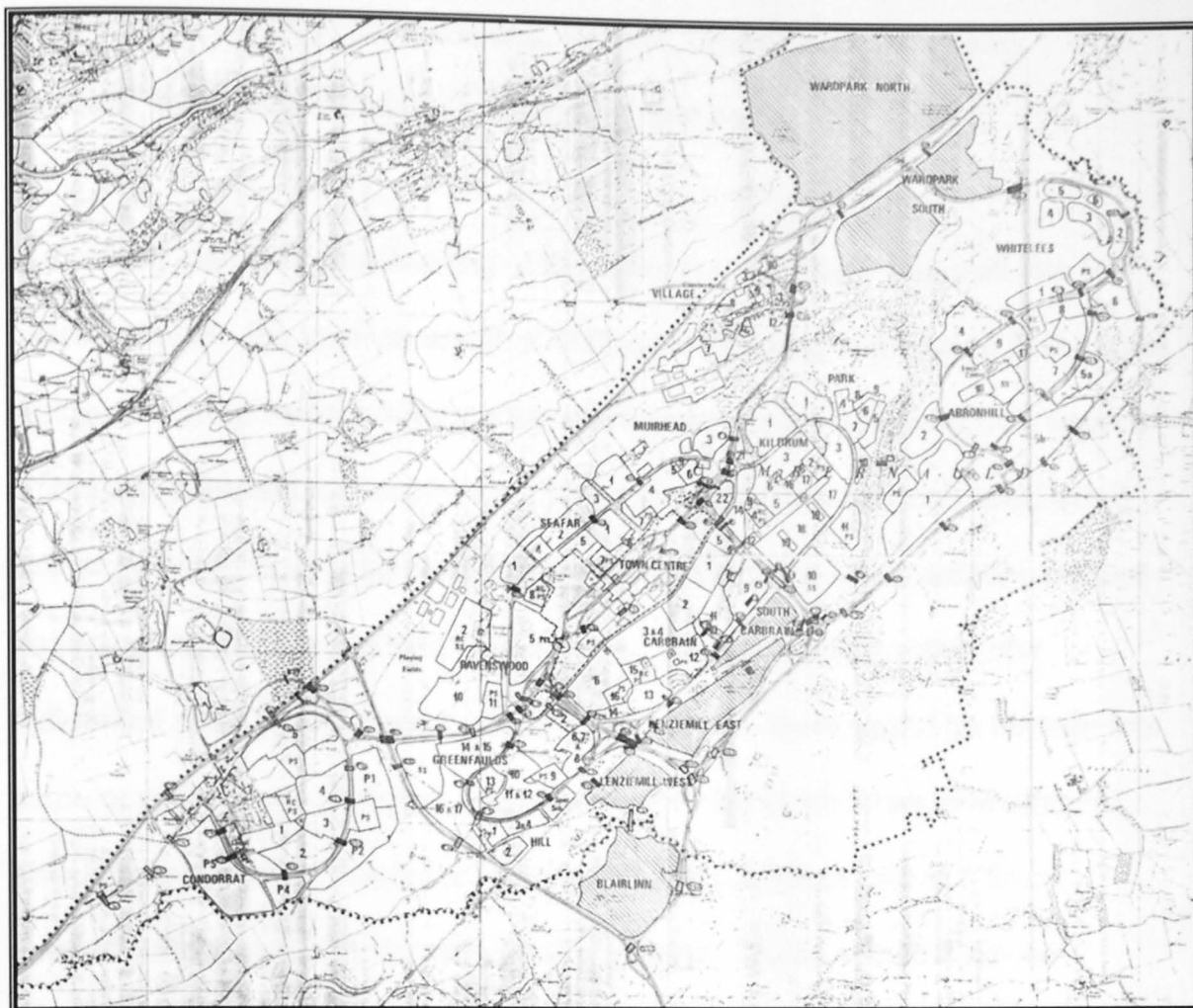


Figure 1 Map of Cumbernauld New Town showing planned units, post-1967 (NLA)

Following the CDC plan of the new town (figure 1) each planning unit was walked through, a photographic record was made as well as notes to form a description of the characteristics of that area, including the different buildings and building types. The details attained from the field survey were combined with information obtained from other sources such as densities, construction information, influences, examples of analogous housing built elsewhere, and so on in each fiche. The fiches were then grouped under the named areas of the

town: Seafar, Carbrain, Ravenswood, Kildrum, Greenfaulds, Muirhead, Abronhill, the Village, Whitelees, Condorrat, and so on.

In the early period of the planning of the town, Cumbernauld was split into four overall groups: the town centre, the 'North-side' housing to the north of the town centre; the 'South-side' housing area; and industry, each designed by a team of architects, planners and engineers. These larger areas were then subdivided further into individual sites most less than twenty square acres; existing mature trees and topography decided their borders. This means that within one residential area, for example the entire, or Carbrain, there would be thirteen lots, some of which were churches and schools, the rest of which were residential. This is how the town developed; planned one jigsaw piece unit at a time (or several simultaneously), but none would overlap. These sections are not usually acknowledged by the residents, for example, a resident would know he lives in Ravenswood, and not Ravenswood 5, yet Ravenswood 5 is a distinct part of Ravenswood. This framework had to be considered when classifying and inventorying the area.

So, Cumbernauld can be described as having three strata: the first consisting of the town as a whole, the second the general named areas such as Kildrum, Carbrain, and Ravenswood, and finally the smaller residential units and individual public buildings within these areas, of which there are over 100.

This system at once concedes to planners' and architects' ideas for the town as a community constructed as a single, mixed-use network, is most clearly classified in smaller numbered units, with no real attention paid to what could be construed as neighbourhoods. Yet although neighbourhood units were not intended over time they have in fact emerged, and developed individual characteristics, levels of maintenance etc.

The only thing that has tainted this otherwise concise inventorying is that the fact that the non-housing elements were numbered separately and in other cases integrated into the housing sub areas. In the initial areas of Cumbernauld New Town, everything, as already seen, was split down into numbered units; even shops and churches had their own individual plot, as in the case of Carbrain 6 and Kildrum 7, a church and a shop respectively. However, in other areas, schools, churches, industry, and some commercial premises are included in with the residential units, or sometimes without a numbered unit at all and instead either left numberless as in the case of schools, churches and shops in Abronhill, or comprised within the borders of another numbered area. This dual system has resulted in exactly one hundred units of record.

The survey is important as firstly, several buildings that were built under the auspices of the CDC no longer stand, and secondly, the findings of the survey brought up discrepancies between what is often written about the town and the town itself. Significantly, the initial purpose of the survey was to examine not

only what the new town is, but what uses it contains. There is also no better way to understand how a town works than to spend days following different footpaths and exploring different areas. The fiches are arranged alphabetically in the Appendix (Volume 3).

SECTION 4 CONCLUSIONS

There are several sources of information available about Cumbernauld New Town though no single one is enough for a complete understanding of the town's form, the town's history, and how the town functions. The two archives, that of the CDC and of the DHS, provide a variety of different sources ranging from meeting minutes, site reports, plans, to memos, though if the sources are taken separately much is found lacking. Even combined, the biography of the town has not only many gaps but also does not allow complete comprehension of how the town changed over time. The interviews tied up the facts provided by the primary archival resources, and created a more human history of the town as is often the case when using oral history methods, all the while providing those anecdotal snatches that add interest, worth, and life to history.

PART 2

INTRODUCTION

To determine Cumbernauld's standing in the sphere of post-war planning and architecture an examination of this period is necessary. This part of the thesis will consider the period from 1945 to the mid-1960s, examining the theories and concepts, which, if they were not put exactly into practice, definitely had an influence on those involved in the construction of the post-war world. This overview is divided into two chapters, the first covering the status quo of the post-war planning context based a great deal on pre-war ideas and intra-war policies, and the second reviewing the reformists who questioned and made an attempt to change the treatment of the town's and cities after World War II. Cumbernauld, thought by many, as shall be seen, to stand at the forefront of this change advocated by the reformists, is often considered apart from the early phase of post-war construction, the status quo, embodying the new ideas of a new period in design that broke away from what came before, the reformists.

This part will look at the ideas and theories in architecture and planning in the United Kingdom from 1945 to the mid 1960s. This will help to understand the history of Cumbernauld New Town from the perspective and ideas that shaped the built environment.

CHAPTER 3: POST-WAR PLANNING CONTEXT: STATUS QUO

SECTION 1 INTRODUCTION

Twentieth century planning theory is largely grounded in ideas made popular by Ebenezer Howard. His book, *Garden Cities for To-Morrow*,⁸⁵ single-handedly set the main lines of development of town and country planning, to the point that garden city ideas still persist today, and played a special role in the development of the new towns: "The first new towns in Britain, planned immediately after the war, represented the final development of the ideas inherent in the original garden cities of Letchworth and Welwyn".⁸⁶ As this thesis examines a mid-twentieth century development, knowing where the ideas put into town planning practice emerged from is important. This section will examine the garden city as set out by Ebenezer Howard, the elements of planning that were born from the garden city, and how these aspects perpetuated throughout the post-war period and beyond. The garden city will be traced from their beginnings in Letchworth and Welwyn, to the public housing built for those soldiers returning from World War I, to the plans being developed for the soldiers returning from World War II, to the New Towns.

SECTION 2 PRE-WORLD WAR II

2.1 The Garden City

⁸⁵ Ebenezer Howard, *Garden Cities of to-morrow* (Oxford: Faber and Faber Ltd, 1974), 4.

⁸⁶ Lord Llewelyn-Davies, "Changing Goals in Design: The Milton Keynes Example," in *New Towns: The British Experience*, ed. Hazel Evans (London: Charles Knight and Col Ltd., 1972), 102.

Ebenezer Howard was not an architect or planner⁸⁷ but a short-hand writer at Parliament,⁸⁸ and, "It was by unselfconscious common sense and humane understanding, rather than by systematic fact-finding and analysis, that Howard got to the heart of the urban problem".⁸⁹ The fact that he was not a planner, architect or civic designer meant *Garden Cities for To-Morrow* set out ideas that would allow an ideal socio-economic system to develop, and not primarily a city plan. The book goes into almost no detail in terms of planning or architecture and most of the ideas were not original, adapted from a wide variety of great thinkers from other countries and other periods of time. However Howard's combination of the various pieces of information and his own principles was a winner, and the general concept he set out in the first eight pages of *Garden Cities of To-Morrow* still persists in town planning today. The remainder of his book, approximately one hundred pages, discusses revenue, finances, administration, and make exactly clear Howard's intentions in the garden city not being a 'socialistic experiment'.⁹⁰

The first eight pages discuss the plan, and firstly the issue of land. An area of ground (6,000 acres) would be bought by the community and owned in

⁸⁷ Peter Hall, *Cities of Tomorrow*, Updated ed. (Oxford: Blackwell Publishers, 1996), 89.

⁸⁸ Lewis Mumford, "The Garden City Idea and Modern Planning," in *Garden Cities of To-morrow* (By Ebenezer Howard. London: Faber and Faber, 1945), 33.

⁸⁹ Frederic J. Osborn, "Preface," in *Garden Cities of to-Morrow* (By Ebenezer Howard. Oxford: Faber and Faber, 1945), 10.

⁹⁰ Howard, *Garden Cities of to-Morrow*, 114.

common.⁹¹ The garden city is to be built on a circular 1000 acres near the centre of an owned piece of land. This circular piece of land is to provide for 32,000 people. The circular city is split into six pie shaped sections each called a ward, and each having a school on the grand avenue and a store or depot. Every house, to be constructed by its owner in any style he sees fit, lay on a plot of an average size of 20 by 130 feet.⁹² Despite these rules and diagrams, Howard never intended his words to be rote law, and stated clearly throughout his book that his suggestions are to be departed from.⁹³

In the wake of Howard's plan, there emerged two built examples: Letchworth and Welwyn, both in England. Both differ greatly from Howard's plan, as would be expected, but both embody the garden city principles: zoned areas of either residential or industrial, a central shopping/town precinct, and signs of 'wards', at Welwyn in particular, which contained a number of community sub-centres.

Howard set the plot sizes of the garden city were 20 by 100 and 20 by 130 feet,⁹⁴ creating narrow fronted terrace houses. Lewis Mumford worked out the densities desired by Howard as being a rather high ninety to ninety-five people per

⁹¹ Gordon E. Cherry, *Town Planning in Britain since 1900* (Oxford: Blackwell Publishers Ltd., 1996), 31.

⁹² Howard, *Garden Cities of to-Morrow*, 54.

⁹³ "[...] a description which is, however, merely suggestive, and will probably be much departed from." See *Ibid.*, 51.

⁹⁴ *Ibid.*, 54.

acre.⁹⁵ However, when the garden city was first made a reality at Letchworth, the densities were a vast deal lower. The co-planner with Howard in this venture was Sir Raymond Unwin. Unwin was very much against any form of overcrowding, and published a pamphlet prior to his garden city work on the economics of housing called *Nothing Gained by Overcrowding*,⁹⁶ (figure 2) showing that building houses more spaciouly at a very limited number of dwellings per acre was more financially economical, and much more healthy, than building crowded rows of terraces. These ideas he brought to Letchworth where densities were twelve houses an acre, the equivalent of, depending on family size, thirty-six to a maximum of sixty people per acre (three people families and five people families respectively).⁹⁷ These were the density ideas that were to influence the next fifty years of public housing, as Sir Raymond Unwin went on to become Chief Architect for the Ministry of Health in 1919, a post which became Chief Technical Officer for Housing and Town Planning by 1928.

⁹⁵ Mumford, "The Garden City Idea and Modern Planning," 32.

⁹⁶ Sir Raymond Unwin, *Nothing Gained by Overcrowding! How the Garden City Type of Development May Benefit Both Owner and Occupier*. (London: P.S. King & Son, 1912).

⁹⁷ Mumford, "The Garden City Idea and Modern Planning."

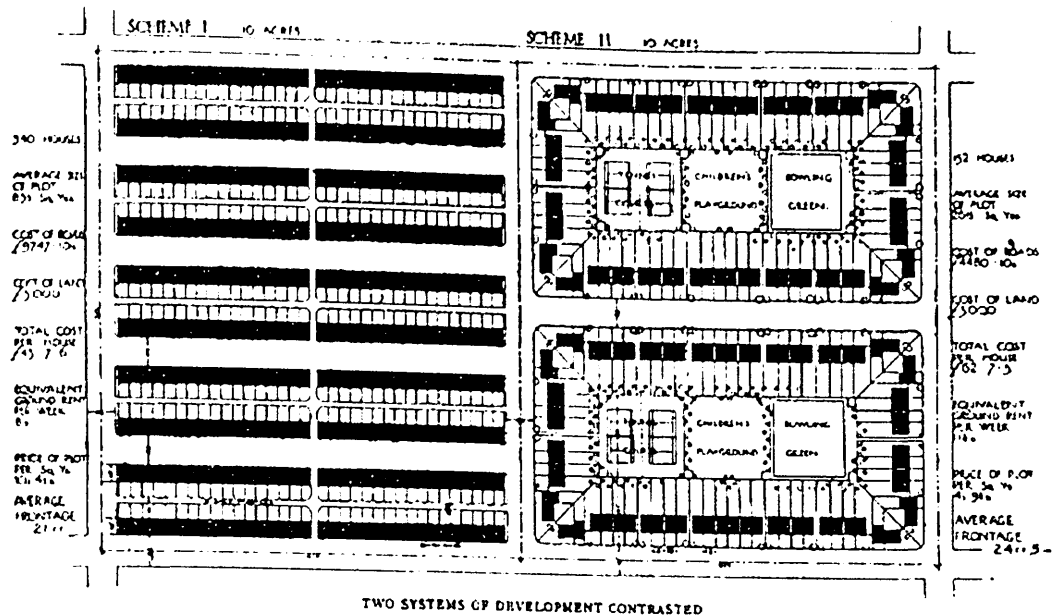


Figure 2 Unwin's development compared to a terraced development
(Sir Raymond Unwin, *Nothing Gained by Overcrowding!* 1912, p 4)

Proponents of the garden city idea, such as Unwin, influenced more than just densities: as pointed out in Howard's plan, the city is split into six equal sections, each sharing some amenities (figure 3) - the central Garden and the major public buildings which surround it, and perhaps houses of worship though this is not specified - though each has its own education buildings, section of the central park, section of the crystal palace, allotments, industry, stores, a depot and shops. There were no stated borders between wards apart from the roads, but with each ward having its own allotted amenities the need to walk great distances for certain services was not necessary.

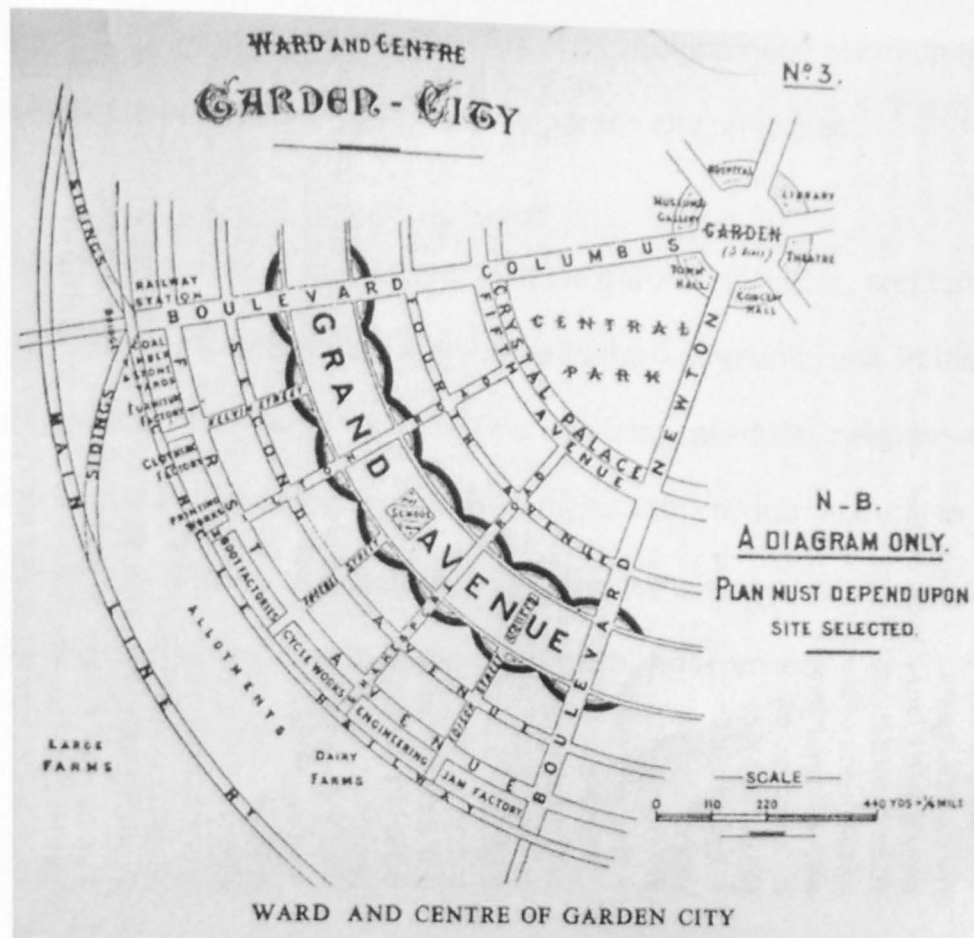


Figure 3 Ward and centre of a Garden City
 (Howard, *Garden Cities of To-Morrow*, Oxford, 1974, p 53)

This provision of amenities was found to be lacking in the new schemes of public housing that began to spring up after World War I.⁹⁸ The knowledge that some sort of facilities would be needed in any new housing development came after the twenties, and was something of a revelation, but unfortunately a revelation that was not to have an effect, apart from in the New Towns, until

⁹⁸ Dirk Schubert, "Origins of the Neighbourhood Units in Great Britain and Germany: Examples from London and Hamburg," *Planning History* 17, no. 3 (1995): 32.

quite late in the post-war period. The idea of this autonomous community unit with sufficient services developed from the garden city principles.

Clarence Perry, a planner in America, took the garden city ideas, and turned them, with his own City Beautiful leanings, into the 'community unit' in the Regional Plan of New York (1929).⁹⁹ This was later called the 'neighbourhood unit', with a certain population capacity - families with children enough to fill a nursery school - and enough facilities to provide for this population, without the need for children to cross main roads when travelling to school.

⁹⁹ Ibid.:32. And David A Johnson, *Planning the Great Metropolis: The 1929 Regional Plan of York and Its Environs* (London: E & FN Spom, 1996), 32.

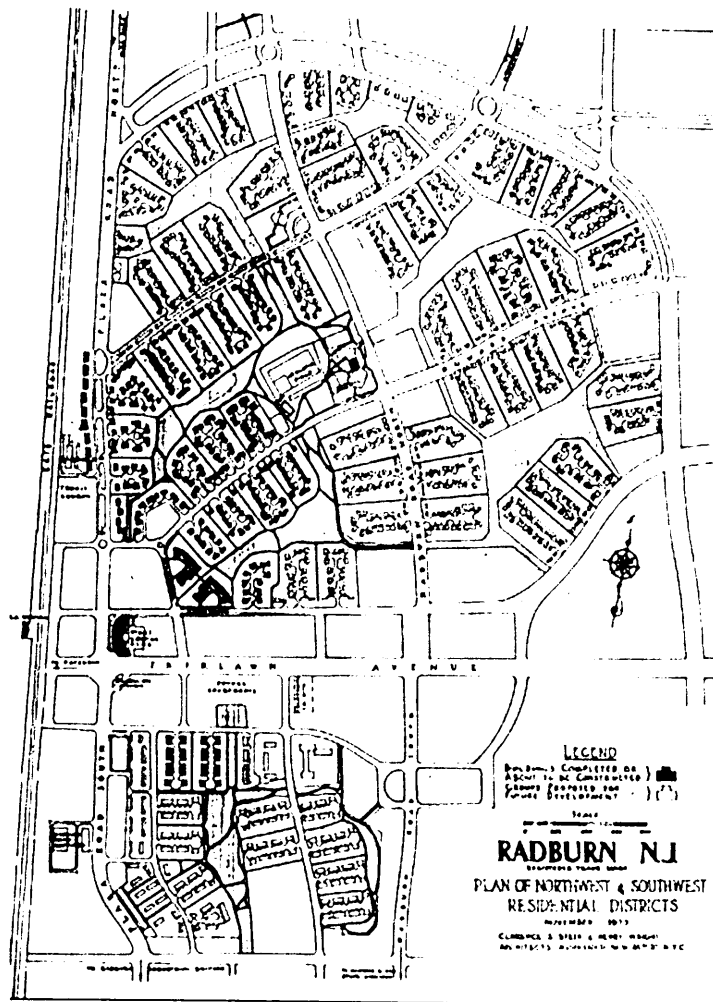


Figure 4 Plan of Radburn, New Jersey, a garden suburb
(Stein, *Toward New Towns for America*, London, 1966, p 43)

These ideas were incorporated into the American town of Radburn of 1929 (figure 4) where Unwin acted as a consultant, and whose planners, Henry Wright and Clarence Stein, were extremely influenced by their trip to Letchworth and Hampstead, a garden city and a garden suburb respectively.¹⁰⁰ Radburn is

¹⁰⁰ Schubert, "Origins of the Neighbourhood Units in Great Britain and Germany: Examples from London and Hamburg," 32.

a garden suburb built “for the motor age”,¹⁰¹ not achieving garden city status due to the dormitory nature of the town from its very beginnings.

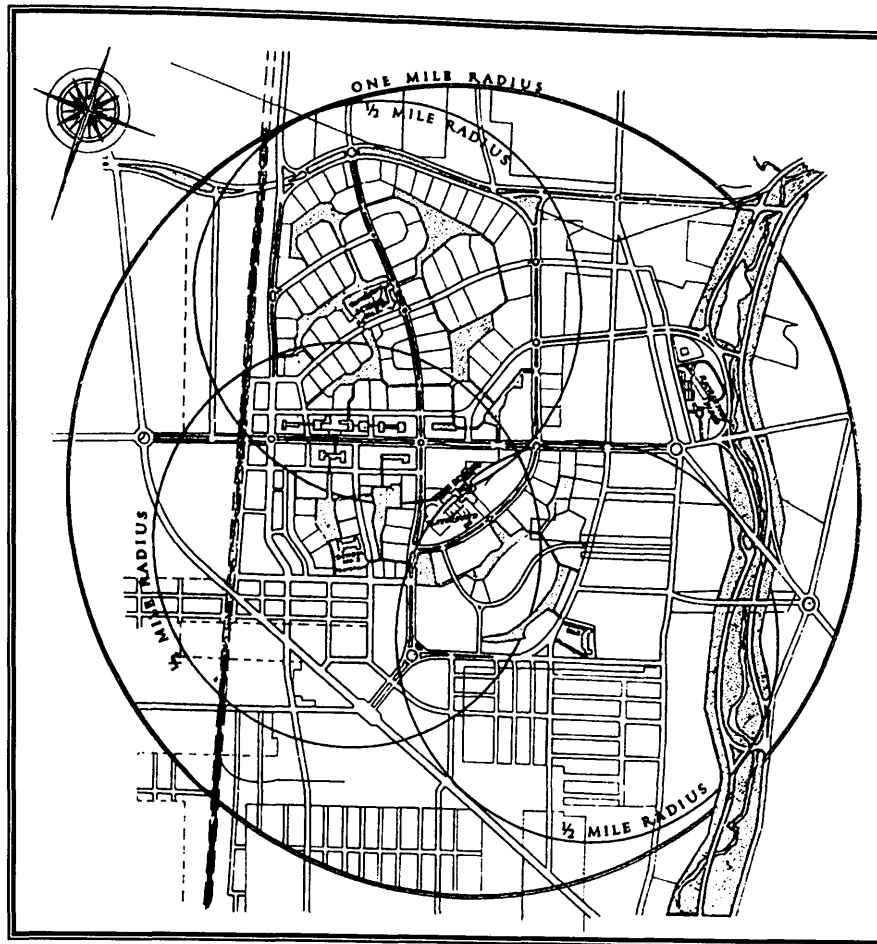


Figure 5 Neighbourhood areas of Radburn, New Jersey
(Stein, C.S., *Toward New Towns for America*, Oxford, 1966, p 50)

All this, backed with some early sociological studies, made the neighbourhood unit (figure 5) concept a fundamental part of town planning theory,¹⁰² and it has persisted. Lewis Mumford, as late as the 1954, was upholding the

¹⁰¹ Ibid.:32.

¹⁰² Ibid.: 32-33.

neighbourhood unit principle as “the only practical answer to the giantism and inefficiency of the over-centralised metropolis”,¹⁰³ though this of course refers to the existing city and not the new towns and garden cities being discussed it is still significant.

The segregation of pedestrians and vehicles idea also stems from the garden city. The idea was put into practice by Clarence Stein clearly first at Radburn in New Jersey. At Radburn footpaths pass under roads and houses have two entrances, one from the open green park land and footpaths, the other from the road and car parking spaces, all so the residents, and especially children, were able to navigate the town on foot with little danger to their well being.

The fact that Clarence Stein drew heavily on the ideas of Howard, Unwin and Parker for his Radburn layout is now widely accepted; proved both by Stein's own writings and admissions in *Toward New Towns for America*,¹⁰⁴ and by others.¹⁰⁵ At Radburn, Stein “married English garden city planning to the automobile”,¹⁰⁶ influenced by the soaring number of road accidents in the United States during the 1920s.¹⁰⁷ Radburn planning was put into practice in the United Kingdom with the Dudley Report of 1944, which describes the

¹⁰³ Lewis Mumford, "The Neighbourhood and the Neighbourhood Unit," *Town Planning Review* 24 (1953-4): 266.

¹⁰⁴ C S Stein, *Toward New Towns for America* (London: MIT Press, 1966), 19.

¹⁰⁵ G A Atkinson, "Radburn Layouts in Britain: A User Study," 1.

¹⁰⁶ Ibid.

¹⁰⁷ Stephen Potter, *Transport and New Towns*, vol. 2 (Milton Keynes: New Towns Study Unit, Open University, 1976), 69.

possibilities and characteristics of the cul-de-sac. The “Anglicised Radburn”,¹⁰⁸ as Stephen Potter refers to the model, was based on “keeping through traffic out of residential areas by the use of neighbourhoods bound by primary roads, but differing from the American model in many aspects of detail”.¹⁰⁹

This type of road system is to be used in layouts, or even “made the principal motif in itself, and a whole system of planning developed round it, as has been done in the well-known examples of Radburn in the USA”.¹¹⁰ The first Radburn layout was made reality in the United Kingdom at Queens Park, Wrexham (1950-1952). This attempt was followed by Womersley in 1952 at Northampton, Sheffield in 1953, by Ling at Coventry in 1951-6, and then used in the New Towns of Stevenage, Basildon, Hemel Hempstead and finally, Cumbernauld in rhetoric from 1956 and planning reports from 1958.¹¹¹

There are three main factors inherent in Radburn planning: use of cul-de-sac, open space held in common, and “separate secondary access to each curtilage”.¹¹² The cul-de-sac was developed by Unwin at Hampstead Garden Suburb, developed at Welwyn Garden City into a close with “extensive inner pedestrian area”, and was later ‘vulgarised’ in the inter-war housing estates.¹¹³

¹⁰⁸ Ibid., 68.

¹⁰⁹ Ibid.

¹¹⁰ *Design of Dwellings (Dudley Report)*, (1944).

¹¹¹ Atkinson, “Radburn Layouts in Britain: A User Study,” 1.

¹¹² Ibid.

¹¹³ Ibid.

At Radburn, the cul-de-sac became a service road, which gives automobile access to the groups of houses.

There is one final major influence the garden city has had on planning theory: zoning. Of course the garden cities were to give a greater freedom of both space and in life, but also to provide an alternative to the ills of the city, the slums and gin palaces, the foul air and murky sky and the fogs and droughts.¹¹⁴ What better way to save families from such conditions than to separate the industry from the housing?

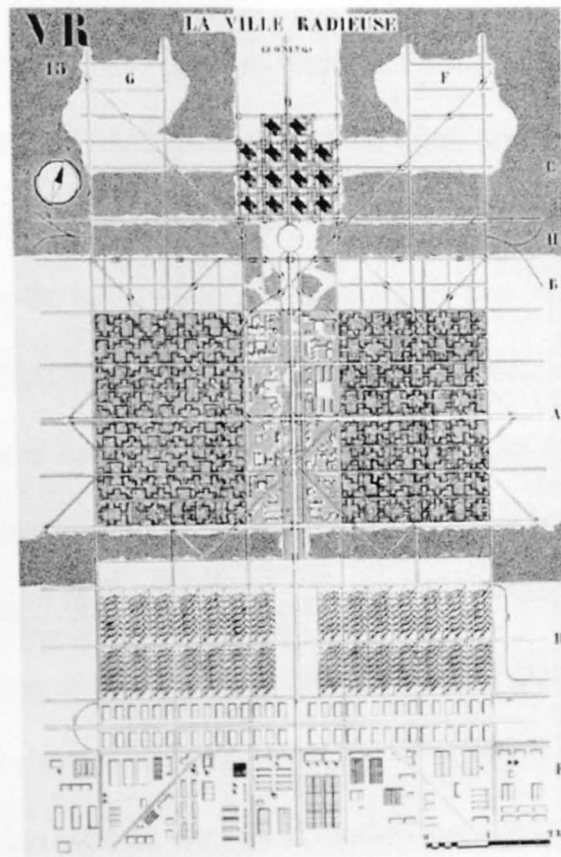


Figure 6 Le Corbusier's La Ville Radieuse
(Le Corbusier, *The Radiant City*, London, 1967, p 170)

¹¹⁴ Howard, *Garden Cities of to-Morrow*, 46.

Again, Howard was not the first to come up with such an idea, but the practice was made famous by the garden city movement. Modernists were influenced by this and Le Corbusier's *Charter of Athens* of 1933 which set out the functional city (figure 6), where all uses are separate from one another. These concepts were very influential in post-war reconstruction.

2.2 European Planning: Pre-War and Interwar

An international example of the general ideas put forward by the garden city movement, segregation of uses, planning uses, open space, etc., was the plan drawn up for Amsterdam from 1928 under Cornelis van Eesteren, general secretary of the Congrès International d'Architecture Moderne and head of the Urban Development Section of the Amsterdam Public Works Department. In 1928 van Eesteren was asked to create a master plan for the capital city of the Netherlands.¹¹⁵ Amsterdam at the time had over one million people and limited land. However the land under Amsterdam's ownership was plentiful, as this city had from the beginning of the twentieth century bought plots on its peripheries as in Stockholm and other Scandinavian cities,¹¹⁶ so there was an opportunity to create to develop open land as well as to modify the existing city.

¹¹⁵ Pierre Merlin, "The New Town Movement in Europe," *Annals of the American Academy of Political and Social Science* 451, no. 1 (1980): 80.

¹¹⁶ *Ibid.*: 79.

Van Eesteren employed researchers headed by Theodoor Karel van Lohuizen for his planning department to carry out statistical studies to predict the future development of Amsterdam.¹¹⁷ This step towards scientific planning in the form of different types of research (i.e. demographic and economic) was, according to Eric Mumford, preparing for the theme of the fourth CIAM Congress: the functional city.¹¹⁸ Van Eesteren based his master plan for the expansion of Amsterdam on this method of factual development (figure 7).¹¹⁹

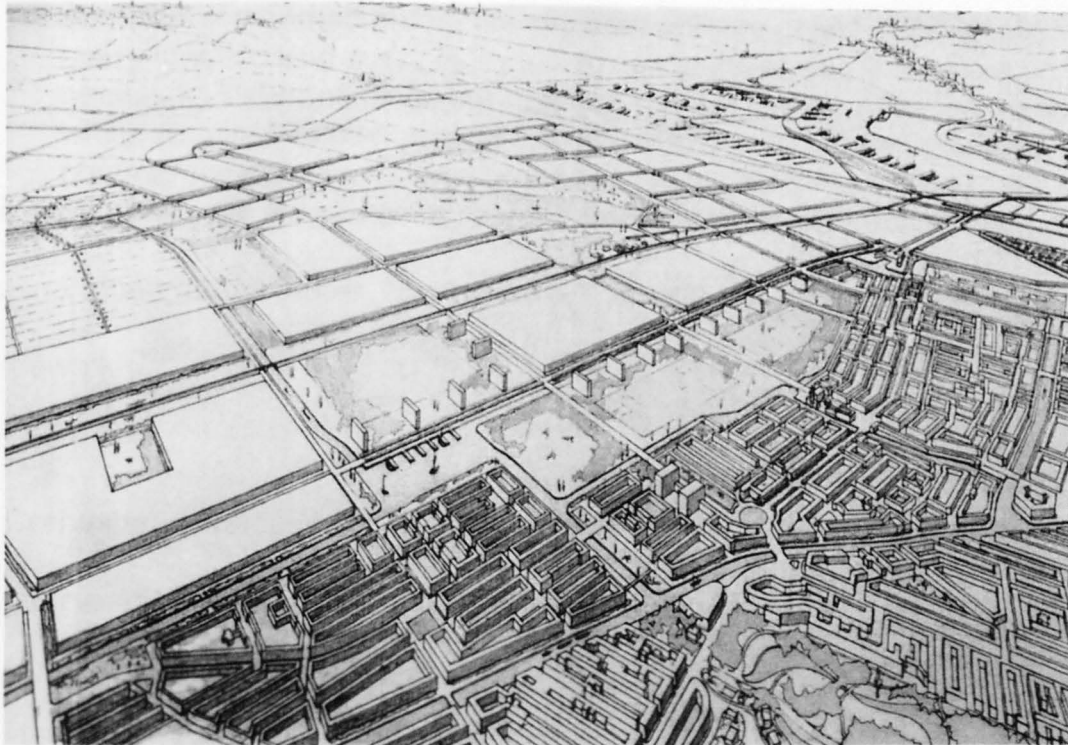


Figure 7 General Expansion Plan of Amsterdam. Drawing by J Smit (Bosma and Hellinga, *Mastering the City II*, Rotterdam, 1997, p 220)

¹¹⁷ Eric Mumford, *The Ciam Discourse on Urbanism* (London: MIT Press, 2000), 60.

¹¹⁸ Ibid.

¹¹⁹ Ibid.

Van Eesteren, being so involved with CIAM, at once influenced their actions and was influenced by them: from the fourth CIAM Congress in 1933 under the title 'Functional City' Corbusier developed the Athens Charter incorporated in the *Ville Radieuse*.¹²⁰ The *Athens Charter* argued for a city broken down into autonomous zoned parts each for specific functions, or the spatial separation of functions.¹²¹

Zoning is described in the *Athens Charter* as:

An operation carried out on the city map with the object of assigning every function and every individual to its rightful place. It is based on necessary differentiations between the various human activities, each of which requires its own specific space: residential quarters, industrial or commercial centers, halls or grounds intended for leisure hours.¹²²

The Athens Charter also takes account of the separation of structures from the transportation routes in that, "the house will never again be fused to the street by a sidewalk".¹²³

Le Corbusier, developing these ideas on town planning in 1947, included article 77, article 46, article 47, and article 23 of the *Athens Charter*: "The keys to town-planning are in the four functions: Living Working Recreation Circulation", "We must insist that the distance between home and place of work be reduced to a

¹²⁰ CIAM, "Athens Charter," (1933).

¹²¹ Ulrich Maxmillian Schumann, "Mixed Use in 20th Century Urban Design," in *CEU Conference* (Stockholm: 2003), 3.

¹²² Le Corbusier, *The Athens Charter* (New York: Grossman Publishers, 1973), 57.

¹²³ Ibid.

minimum", "That the industrial sectors should be independent of the living quarters and separated from each other by verdant zones", and "That living quarters henceforth occupy the best sites within the urban area, with respect to topography, climatic conditions, orientation for sun, and available green spaces," respectively.¹²⁴

The idea of zoning is not purely the result of modernist thinking on planning, "The history of town planning starts with zoning - not with mixed-use",¹²⁵ but stemmed ultimately from more pragmatic pre-modern German turn of the century initiatives of the so-called *Staffelbauordnung*. The impact of CIAM and their *Athens Charter* was enormous, and not only contained within Europe. But even here the modernists shared many of the same theories and planning elements as those of the garden city enthusiasts. Indeed, Corbusier's La Ville Radieuse is often referred to as a modernist, "vertical garden city".¹²⁶

The ideas behind the fourth CIAM conference, importantly, turned an already very familiar idea and turned it into a fresh, contemporary proposal for better human environments, which was propagated throughout Europe and even further a field. While zoning already existed, since Mesopotamia, CIAM and Le Corbusier made it a key point of modernist planning, the separation of uses

¹²⁴ ———, *Concerning Town Planning* (London: The Architectural Press, 1948), 59.

¹²⁵ Schumann, "Mixed Use in 20th Century Urban Design," 1.

¹²⁶ Jane Jacobs, *The Death and Life of Great American Cities* (New York: Random House, 1992), 22.

going hand in hand with the idea of a more functional, healthy, and habitable urban space.

2.3 European Housing Provision up to 1945

By 1909 town planning as a conscious practice was officially born in the UK, and made solid by the construction of several estates, two in Birmingham and one in London, comprising 4,000 acres and 6,000 acres respectively. The plan for the London scheme of Ruislip-Northwood, “set out roads, building lines, open spaces, shopping, factory and residential areas. With a maximum density of twelve houses to the acre, it included many areas with less”.¹²⁷

The need for housing was immense following World War I, not because the United Kingdom had been damaged during the war, but because going into the war the housing conditions were so dire that damage and little to no maintenance had only exacerbate the already poor situation. Men over the age of eighteen being drafted brought to light the fact that many were malnourished and not of a high standard of health, symptoms of poverty and the crowded housing conditions found in industrial towns.¹²⁸ Lloyd George called, therefore, for ‘Homes for Heroes’, suitable accommodation for the returning troops, in 1918

¹²⁷ Hall, *Cities of Tomorrow*, 56.

¹²⁸ Enid Gauldie, *Cruel Habitations: The History of Working-Class Housing 1780-1918* (London: George Allen & Unwin Ltd, 1974), 297.

(figure 8).

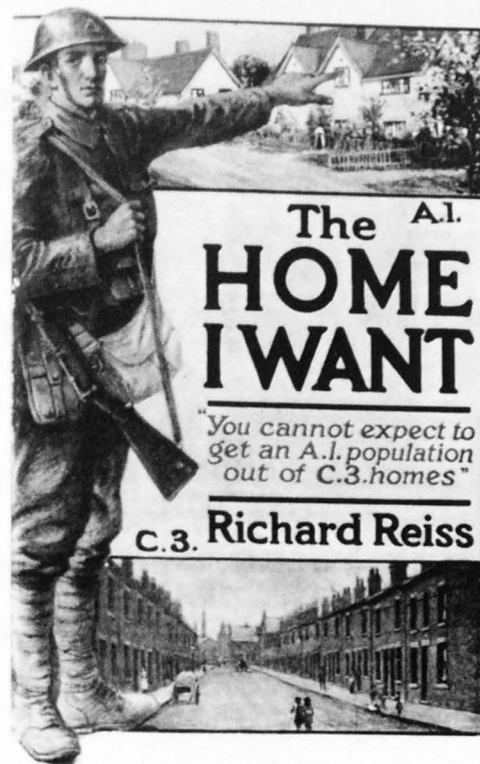


Figure 8 Homes fit for Heroes
(Hall, *Cities of Tomorrow*, Oxford, 1988, p 67)

This was followed by the Tudor Walters Report, which had the greatest impact on the towns and cities of the UK in the post World War I period. The report, which was written by a Committee on Housing chaired by Sir John Tudor Walters and sat on by Raymond Unwin, made four main points: that large employers should have a hand in the building of homes; the land lying on the outskirts of cities, which was cheap, should be used for the construction of dwellings; that a maximum density of twelve houses to the acres should be used, each its own garden, very much an Unwin proposal; and that architects

must make the plans to ensure a good quality design.¹²⁹

The Tudor Walters report was immediately accepted, putting the ideas of the garden city, though somewhat altered by Unwin in terms of densities, into practice. Unwin, though, by this time had made enemies of the garden city enthusiasts with his Hampstead Garden Suburb by making a non-autonomous suburb with no industry, though in other ways the commuter suburb is still based very much on the garden city ideal, and is certainly not at variance aesthetically with the image of the garden city.¹³⁰ Unwin was not the only garden city enthusiast trying to influence wider government policy: Richard Reiss, who was actually a member of the Garden Cities and Town Planning Association Council, published *The Home I Want* in 1918. This, with the Tudor Walters report, both with strong garden city undertones, were developed into a programme to be delivered by Christopher Addison, a Government Minister from 1917 responsible for reconstruction after World War I. Addison's scheme failed due to finances:¹³¹ while its aim was to build 500,000 new houses, only 170,000 were managed.¹³²

Despite this drive for social housing, the pressure for new dwellings was to calm

¹²⁹ Hall, *Cities of Tomorrow*, 68-9.

¹³⁰ Peter Hall and Colin Ward, *Sociable Cities: The Legacy of Ebenezer Howard* (Chichester: John Wiley and Sons, 1998), 41.

¹³¹ Sir John Simon, "Speech, Housing, Etc. (No. 2) Bill, Hc Deb," http://hansard.millbanksystems.com/commons/1923/apr/25/housing-etc-no-2-bill#S5CV0163P0_19230425_HOC_311. p 512-14

¹³² Alan Crisp, "The Working-Class Owner-Occupied House of the 1930s (<http://www.Thesis.Clara.Net/>)" (Oxford University, 1998), Introduction.

the early flames of social discontent and not completely selfless on the part of the government:

If a healthy race is to be reared, it can be reared only in healthy homes; if drink and crime are to be successfully combated, decent, sanitary houses must be provided; if 'unrest' is to be converted into contentment, the provision of good houses may prove one of the most potent agents in that conversion.¹³³

Lloyd George, in 1919, was using "the danger of Bolshevism as a stick to prod the Cabinet into accepting his government housing programme".¹³⁴ But even the houses built for the working classes were not, as is usually the case, let to those most in need, instead being taken up, because of a higher rent to cover the better standard of accommodation, by the most skilled workers and the lower middle classes. Rent was inextricably linked to the class of tenant who would take up any housing. Swenarton wrote:

The purpose of the [housing] programme was, ostensibly, to meet the shortage of working-class housing that had developed as a result of the war. Largely as a contribution to the complex series of negotiations held between the LGB and the London County Council, Addison announced in February 1919 that the subsidy would be available for slum clearance and rehousing as well as for additions to the housing stock. Nonetheless, the latter remained the clear priority; not until there were more houses available *intoto* would it be possible, as Addison said, for those at present living in slum conditions, to move elsewhere.¹³⁵

Housing discussion continued into the 1930s, to find that the country's, and the government's, financial situation led not to the construction of council housing, but to speculative building. This led to "unplanned suburbias of private

¹³³ Anonymous, "Extract from the King's Speech to Representatives on the Local Authorities and Societies at Buckingham Palace," *The Times* 12 April 1919.

¹³⁴ Gauldie, *Cruel Habitations: The History of Working-Class Housing 1780-1918*, 307.

¹³⁵ Mark Swenarton, *Homes Fit for Heroes*, 83.

enterprise".¹³⁶

Between the establishment of the garden city as a planning ideology with the design and completion of Welwyn and Letchworth, and the creation of full, autonomous communities with separated functions, open space, comfortable houses, etc., there were the interwar suburbs, garden suburbs and estates, bringing to mind the aesthetic of the garden city/Unwin and Parker developments, some of them even being designed by Unwin and Parker, with few amenities apart from plentiful green space and arts and crafts cottages. This changed with the creation of the New Towns Act (1946). The formation of new towns was a priority for the Labour government, "haunted by the mocking ring of Lloyd George's unfulfilled 'homes for heroes' policy" on their election in 1945.¹³⁷

SECTION 3 THE NEW TOWNS (Mark I)

3.1 The Formation of the New Towns policy

Planning for the post World War II world was seen as imperative almost as soon as enemy forces dropped the first bomb on British soil. Thinking about the future

¹³⁶ Alan A Jackson, *Semi-Detached London: Suburban Development, Life and Transport, 1900-39* (Oxon: Wild Swan Publications Ltd, 1991), 259.

¹³⁷ Andrew Homer, "Creating New Communities: The Role of the Neighbourhood Unit in Post-War British Planning," *Contemporary British History* 14, no. 1 (2000): 65.

was seen by many as a way of providing something worth fighting for to the masses of British civilians who had seen their lives taken over by the war effort, and whose sons and neighbours were dying in foreign lands.¹³⁸ Indeed post-war reconstruction “became an integral part of the war effort”, by visualising something people could fight for¹³⁹ and also an extremely necessary enterprise due to the damage of many of Great Britain’s cities. The country saw a number of important papers written during the war period including the *Scott, Uthwatt* and *Barlow* reports on land use and the *Dudley Report* on housing standards, each of which played a significant role in suggesting the need for re-dispersal of industry and industrial workers, and therefore decentralisation into the less populated areas of the country.

Three key reports led to the planning policies of the post-war period and, “cover between them a large part of the field of post-war ‘physical’ planning”.¹⁴⁰ The first of the developments in planning came in 1937 when the Royal Commission on the Distribution of Industrial Population (Barlow Commission) was established.

The Barlow Commission was formed to examine the distribution of the industrial population, with the specific aim of discovering the economic and social

¹³⁸ Cherry, *Town Planning in Britain since 1900*, 93.

¹³⁹ *Ibid.*, 94.

¹⁴⁰ Nuffield College Social Reconstruction Survey, *Britain's Town and Country Pattern*, Rebuilding Britain Series, No. 2 (London: Faber and Faber Ltd, 1943), 9.

consequences of concentrated industrial population and concentrated industry,¹⁴¹ under the chairmanship of Sir Montague Barlow. The product of this Commission was the *Barlow Report* (the report of the Royal Commission on the Distribution of Industrial Population), published in December 1939, which questioned the dangers of allowing free growth to the already overcrowded cities:

The disadvantages in many, if not in most of the great industrial concentrations, alike on the strategical, the social, and the economic side, do constitute serious handicaps and even in some respects dangers to the nation's life and development, and we are of opinion that definite action should be taken by the Government towards remedying them.¹⁴²

The action called for was the dispersal of industry to key areas away from the south-east and the Midlands and towards, for example, the north-east, and further the checking of town and city expansion, while also picking up on the importance of preserving agricultural land.¹⁴³

The *Barlow Report* called for a National Authority to investigate and regulate the distribution of industry, and the decentralisation of those areas populated most highly by industrial workers as, "present town planning does not concern itself with the larger question of the general and national grouping of the

¹⁴¹ Victor Moore, *A Practical Approach to Planning Law*, 9 ed. (Oxford: Oxford UP, 2005), 3.

¹⁴² Royal Commission on the Distribution of the Industrial Population, *Cmd 6153* (*Barlow Report*) (London: HMSO, 1940), paragraph 413.

¹⁴³ Telling, A E and R M C Duxbury. *Planning Law and Procedure*. (London: Butterworth, 1996), 8-9.

population.¹⁴⁴ By identifying the need for balanced industrial development throughout the United Kingdom the idea of the new town was turned from utopian ideal into a real world solution as whole populations would necessarily be moved to locations with little to no housing or amenities.

Following on from this call for decentralization of industry and its employees two other reports were published in 1942: The *Scott Report* and the *Uthwatt Report*, the first of which covers agricultural areas, and the second on the acquisition of land. Importantly, the *Scott Report* said that the establishment of a national planning was necessary, and is written with the assumption that the national planning body was already in existence.¹⁴⁵ Complementing this, the Uthwatt Committee proposed easier methods of public land acquisition – the state could acquire all undeveloped land outside urban areas.

Following these three land use reports, a Committee was established under Lord Reith, former director of the BBC, to look at the implication and possibility of implementing a policy of new towns. The Reith Committee, as it was known,

¹⁴⁴ Royal Commission on the Distribution of the Industrial Royal Commission on the Distribution of the Industrial Population, *Cmd 6153 (Barlow Report)*, paragraph 219.

¹⁴⁵ "On the presumption that the necessary central organisation with requisite powers will thus already be in existence, we recommend that a plan be drawn up, consistent with the general policy for continuous national planning, of work to be completed within five years and that the execution of the work be undertaken accordingly." from Association for Planning and Regional Reconstruction, *Maps for the National Plan: A Background to the Barlow Report, the Scott Report, the Beveridge Report* (London: Lund Humphries, 1945), 36. and Dr L Dudley Stamp, "The Scott Report: Meeting of the Society, 7 December 1942," *The Geographical Journal* 101, no. 1 (January 1943): 18.

was a group of appointees who would guide the government in how the new towns should be built and was formed in 1945.

The Committee's report of 1946 said that new towns should be close to their mother cities; that their siting should "be related to the existing and potential background of landscape, and particular regard should be paid to considerations of shelter, values of contours, and groupings of forest trees"; that they should have varied industries; that settlement in any new town should be controlled; that they should allow for spontaneous growth that will occur after the target population has been reached; that a town would be 'grown-up' five to ten years after the first residents arrive; that the town should be grouped into neighbourhoods, or subdivisions, each with services; that all other services should be centrally grouped; that the new towns themselves should be varied; that the railway station should be integrated into the central area shopping; and that the population targets of these new towns should range from 20,000 to 60,000, though would verge on the lower for Scotland,¹⁴⁶ numbers which did not differ from those promoted by the Town and Country Planning Association.¹⁴⁷

The Reith Report also emphasised the separation of different land uses, "for

¹⁴⁶ Association for Planning and Regional Reconstruction, "Evidence to Lord Reith's Committee on New Towns," (London: Ministry of Town and Country Planning, February 1946).

¹⁴⁷ Hall, *Cities of Tomorrow*, 132-3. Osborn, *The New Towns: The Answer to the Megalopolis*, 12.

obvious hygienic reasons", and the same sort "of rigidity applied to the assumptions about the structure of the town".¹⁴⁸

The Reith Committee, by recommending these ideas to the government as a way to proceed with the new towns, turned the garden city model into policy, though minus one key point of Howard's: the new towns should be built by public corporations. This, according to Peter Hall, left a plan which paid lip service only to Howard: "Top-down planning triumphed over bottom-up; Britain would have the shell of Howard's garden-city vision without the substance".¹⁴⁹ Seeing the basis of Howard's plan was the creation of a community and a new economy, not the structure of the town, this is certainly the case. But the town plan described on only the few pages at the beginning of *Garden Cities of To-Morrow* had the most effect on sensible town planning, and was adopted by the Reith Committee to build on the ground. Scotland did not follow, the Secretary of State for Scotland blocking Reith's attempts to set up researchers north of the Border in favour of DHS doing such work.¹⁵⁰

The first of these London plans was the *County of London Plan* of 1943, asked for by Lord Reith when Minister of Works, as he "desired a plan for the reconstruction of the County of London to assist the Ministry in considering the

¹⁴⁸ Andrew Derbyshire, "New Town Plans: A Critical Review," *RIBA Journal* 74 (October 1967): 430.

¹⁴⁹ Hall, *Cities of Tomorrow*, 133.

¹⁵⁰ Miles Glendinning, *Modern Architect: The Life and Times of Robert Matthew* (London: RIBA Publishing, 2008), 65-6.

methods and machinery for the planning and carrying out of the reconstruction of Town and Country".¹⁵¹ The authors of the *Plan*, John Henry Forshaw and consultant Patrick Abercrombie, were employed at that time by the London County Council. The Plan itself is one of the most significant starting points, not for new towns, but for post-war planning in general, signalling the possibility of a new, bright future: "The war has given us a great opportunity, and by the bitter destruction of many acres of buildings it has made easier the realisation of some of our dreams. The authors of the London Plan have, I believe, taken every advantage of the destruction which the enemies of freedom have wrought".¹⁵²

The Garden City and the Town and Country Planning Association, the new name of the Garden Cities Association described in the second section of this chapter, influenced many great acts and actions, specifically the New Towns Act (1946), which was felt by the Town and Country Planning Association to be a great triumph.¹⁵³ This proves the feelings of ownership the group experienced for the potentially massive scheme of green field communities about to be constructed. With the acceptance by the government of the New Towns Act several bodies were established to study the suitability of new towns for the London area.

¹⁵¹ John Henry Forshaw and Patrick Abercrombie, *County of London Plan* (London: Macmillan and Co, Limited, 1944), v.

¹⁵² Lord Latham, "Forward," in *County of London Plan*, ed. John Henry Forshaw and Patrick Abercrombie (London: Macmillan and Co Limited, 1944), iv.

¹⁵³ Hall and Ward, *Sociable Cities: The Legacy of Ebenezer Howard*, 53.

The *Greater London Plan* was published in 1946, the work of Patrick Abercrombie.¹⁵⁴ This is the more important of the two London plans in regards to this thesis as it is the *Greater London Plan* that looks at the idea of decentralisation of London. This plan stated as fact that London could not properly house all of its post-war population, and a scheme of dispersal was needed. This belief is of course in accordance with the dispersal principals of the garden city enthusiasts. Abercrombie included in his *Plan* a suggested new town for Chipping Ongar, which is discussed later in this chapter.

Ongar was never designated due to transportation issues, but the New Towns Act (1946) led to the almost immediate designation of Stevenage in 1946, the first British post-war new town, to take on overspill population from London. There were also clear examples of mass urban housing construction schemes elsewhere in the world that followed, incorporated, and integrated some, if not all, of the ideas popularised by the garden city movement. The basic idea of the *Greater London Plan* was the decentralisation of London's population into new towns which would be located beyond a green belt surrounding the city.

3.3 Specific Pioneering Examples

¹⁵⁴ Patrick Abercrombie, *Greater London Plan: A Report Prepared on Behalf of the Standing Conference on London Regional Planning* (London: HMSO, 1945).

In the early post-war period, and even while still at war, new towns were recognised as one possible method for dealing with massive reconstruction that would soon be necessary.¹⁵⁵ As has been said, Patrick Abercrombie was taken on as a consultant to the government on these matters in the early 1940s with the aim of creating an overall plan for London.¹⁵⁶ Abercrombie realised that creating a plan just for London was not going to be enough, and let the government know that it would be better if he were allowed to work with a wider area.¹⁵⁷ This was put to the Home County Authorities who initially displayed some tentativeness, but eventually answered that they would confer with Abercrombie on their inclusion in his plans.¹⁵⁸ Eventually the *Greater London Plan* was published late in 1944, and with it plans to redistribute 383,000 Londoners to eight or ten new towns to be located outside the London greenbelt: one in Berkshire, three in Essex, three in Hertfordshire and a further two in Surrey, all with varying populations ranging from twenty-five thousand to sixty thousand.¹⁵⁹ Of these proposed sites only three were actually thought feasible when actual examination commenced: Chipping Ongar, Harlow and Stevenage, with the Crawley and Hemel Hempstead also mentioned slightly more tentatively.¹⁶⁰

¹⁵⁵ J.B. Cullingworth, *Environmental Planning 1939-1969*, 3 vols., vol. 3 [New Towns Policy] (London: HMSO, 1979), 4.

¹⁵⁶ Ibid.

¹⁵⁷ Ibid.

¹⁵⁸ Ibid.

¹⁵⁹ Abercrombie, *Greater London Plan: A Report Prepared on Behalf of the Standing Conference on London Regional Planning*, 162-3.

¹⁶⁰ Cullingworth, *Environmental Planning 1939-1969*, 10.



Figure 9 Ongar – proposed layout
(Abercrombie, *Greater London Plan*, London, 1946)

One of these proposed new towns, Chipping Ongar, otherwise known simply as Ongar, was an existing former market town in Essex twenty-one miles north-east from London. The team selected to work on Abercrombie's project, the *Greater London Plan*, was composed of former Liverpool lecturers and students. A significant person is Peter Shephard who worked on the maps and concept

designs for not only Ongar but West Ham, Hatfield, Lea Valley Park, etc.,¹⁶¹ and his delightful images became the key visual inspiration for the Mark I new towns.

As Shepherd said:

Abercrombie looked upon illustrations as the things that would give the ordinary man in the street some idea of what we were talking about. We wanted to end up with certain types of development. We had suggested houses with little gardens and greens in front of them were probably the things that everybody wanted and these were the things that were brought in.¹⁶²

Ongar's layout of "houses with little gardens", set out in the *Greater London Plan*, had the formulaic arrangement that would come to symbolise the Mark I new towns: a pedestrianised town centre with shops and a cinema, residential areas each with their own neighbourhood centres and a neat area set to the east for only industry (figure 9). Ongar was arguably considered "a prototype for the new towns" by Jan Woudstra.¹⁶³ Ongar New Town is based upon the standards set out in Abercrombie's *Greater London Plan*: net residential densities set for thirty people per acre; six neighbourhood units with populations ranging from 8,200 to 11,750 with plenty of open space, three hundred acres more in fact than were set out for the other potential new towns located in Ongar's river valleys.¹⁶⁴

¹⁶¹ Jan Woudstra, "Postwar Landscape: Landscape of Reality 1958-77," in *Peter Shepherd*, ed. Annabel Downs (London: Landscape Design Trust, 2004), 60.

¹⁶² *Ibid.*, 62.

¹⁶³ *Ibid.*, 60.

¹⁶⁴ Abercrombie, *Greater London Plan: A Report Prepared on Behalf of the Standing Conference on London Regional Planning*, 169-71.



**Figure 10 Ongar – drawing by Peter Shephard
(Abercrombie, *Greater London Plan*, London, 1946)**

Chipping Ongar was on a well connected road network with easy access to London but was twenty-one and a half miles from Charing Cross by train, far enough to be autonomous and bordered by open space.¹⁶⁵ Unfortunately it was exactly this distance from London that led to the Chipping Ongar proposal being abandoned soon after the officials of the Ministries of Transport and Town and Country Planning delivered a report to the Dalton Committee. In this report it was discovered that making a new town at Chipping Ongar viable in terms of communication with its mother city of London would cost at least 5.5 million

¹⁶⁵ Ibid., 170.

pounds, perhaps much more.¹⁶⁶ This amount was more than the Ministries wished to pay.

Despite this, the plan for Ongar, acting as a prototype for the Mark I new towns, was very influential. Ongar was to have six neighbourhoods of approximately ten thousand residents each based around a central civic centre and castle of the existing town.¹⁶⁷ Besides the town centre facilities, each neighbourhood unit was to have its own facilities: seventy to one hundred shops in the form of a pedestrianised¹⁶⁸ shopping centre, a community centre and a number of junior and infant schools.¹⁶⁹ The town centre was to be located in a valley of sorts nestled between the surrounding hills.¹⁷⁰ Interestingly, much attention was paid to the site and surrounding landscape in the Ongar plan (figure 10), following the tradition of, "the great English landscape tradition [...] which sees town planning not as a matter of imposition upon the landscape of an artificial preconceived arrangement, but as the modification, hand-in-hand with nature, of given circumstances to make them suitable for habitation with the least possible imposition of alien man-made forms".¹⁷¹

¹⁶⁶ Cullingworth, *Environmental Planning 1939-1969*, 53.

¹⁶⁷ Abercrombie, *Greater London Plan: A Report Prepared on Behalf of the Standing Conference on London Regional Planning*, 170.

¹⁶⁸ Ibid., 171.

¹⁶⁹ Ibid., 170.

¹⁷⁰ Ibid.

¹⁷¹ William Houghton-Evans, "Schemata in British New Town Planning," in *Planning and the Environment in the Modern World: Shaping an Urban World*, ed. Gordon E. Cherry (London: Mansell, 1980), 109.

While the use of neighbourhoods units along with the sketches for the potential town centre and housing areas in the *Greater London Plan* are nothing out of the ordinary, Ongar was planned with some interesting innovations and features. There was to be a distinct hierarchy of roads in the town, each with an individual function;¹⁷² main roads, loop roads and branch roads served between the outside world and the town; the main roads to the neighbourhoods; and the neighbourhoods to the residential areas, all planned entirely to “avoid shortcuts from through traffic”.¹⁷³

Along with this the existing village of High Ongar was to be incorporated into the new town as a residential unit in its own right. Located near the proposed factory site the historic village was to be “screened off from the industrial estate by trees”,¹⁷⁴ and was thought to be “good for those who need to live in close proximity to the factories”.¹⁷⁵ If only those needing to reside in close proximity to the industrial areas did, this means that only three hundred to five hundred houses¹⁷⁶ worth of employees would work in the factories. This would point to Ongar having been planned as a dormitory town predominantly housing people employed in London.

¹⁷² Abercrombie, *Greater London Plan: A Report Prepared on Behalf of the Standing Conference on London Regional Planning*, 170.

¹⁷³ Ibid.

¹⁷⁴ Ibid., 171.

¹⁷⁵ Ibid.

¹⁷⁶ Ibid., 170. The *Greater London Plan* sets out residential units in Ongar New Town as having three hundred to five hundred houses each.

While, as has been said, providing a "prototype for the new towns", Shephard drew ideas from further abroad: Cornelius van Eesteren's Amsterdam plan, already having graced the pages of the *Architectural Review* in 1938, has many similarities.¹⁷⁷ Thus even the garden city based ideals of Abercrombie and the Town and Country Planning Association were tinged with continental modernism by the time they were being put into practice.

3.3 The Mark I New Towns

The first phase of new towns has been discussed by many people, both those involved in their creation and others. Peter Hall, Colin Ward, and Stephen V Ward each follow the development of the garden city into the new town,¹⁷⁸ and John Gold gives an explanation of the inevitable garden city tinge to the Mark Is in his *Experience of Modernism*.¹⁷⁹

The first five new towns to be designated were in England: Stevenage, Crawley, Hemel Hempstead, Harlow, and Newton Aycliffe, all designated between November 1946 and April 1947, and all being given target populations of around

¹⁷⁷ Woudstra, "Postwar Landscape: Landscape of Reality 1958-77," 63.

¹⁷⁸ Hall, *Cities of Tomorrow*, 171-3, Hall and Ward, *Sociable Cities: The Legacy of Ebenezer Howard*, 41-70. And Stephen V Ward, "The Garden City Introduced," in *The Garden City: Past, Present and Future*, ed. Stephen V Ward (Glasgow: E & FN Spon, 1992), 12-9.

¹⁷⁹ Gold, *The Experience of Modernism: Modern Architects and the Future City 1928-53*, 194-7.

60,000 people, apart from the last which was to be home to 20,000 inhabitants only. Being born of garden city enthusiasts, if not garden city purists, the Mark I new towns incorporated many of the ideas that developed from Ebenezer Howard's ideas from the turn of the century. The neighbourhood units of between 5,000 and 10,000 residents separated by wedges of open green space; low densities; separation of uses; plentiful open space; a private garden for all; centralised provisions also to a lesser degree in each neighbourhood unit; easy pedestrian communications; etc.

Whether or not the new towns were "the shell of Howard's garden-city vision without the substance",¹⁸⁰ as Hall wrote, many 'garden city' elements were carried through: the autonomy, the low densities, the provision for social and community development, and the greenbelts which limit their expansion.¹⁸¹ Though the main point of Howard's idea, the elimination of the city and the creation of autonomous satellite towns, was changed to decreasing overcrowding in the city by the creation of the new towns, each was connected somewhat to the surrounding region and the mother city:

The cause of garden cities, albeit now with a new name, had been advanced from its origins within the covers of a cheap book with a readership of late-Victorian 'cranks', to the status of an Act of Parliament with the prospect of a programme for the immediate implementation of new towns in various parts of the country.¹⁸²

Further cementing this, the TCPA and Osborn thought the New Towns Act was

¹⁸⁰ Hall, *Cities of Tomorrow*, 133.

¹⁸¹ Ward, "The Garden City Introduced," 15.

¹⁸² Dennis Hardy, *From Garden Cities to New Towns: Campaigning for Town and Country Planning, 1899-1946* (London: E+FN Spon, 1991), 282.

an “immense triumph”.¹⁸³ The Garden Cities were going to be built on a national scale, though in a watered down version incorporating some of the more detailed external ideas coming to be associated with the garden city such as Radburn planning and the neighbourhood unit with the help of Unwin and Osborn.

What the Mark I new town was not to be was high-rise. Osborn and Whittick were keenly against the idea of the flat, considering semi-detached houses second best, and that terrace houses were only a passable third choice, “but he [the British family man] will seldom be inclined to buy one of this type”.¹⁸⁴

Taller blocks were seen as symbols of the arrogance of architects imposed on the British public, and many were hesitant to support their construction.

Thomas Sharp did not care for tower blocks being forced onto the townscape, though was not against the idea of flats themselves. Patrick Nuttgens even had misgivings, though these were assuaged by Robert Matthew, not looking to Le Corbusier but to Walter Gropius and his maintenance of urban character while providing excellent housing conditions,¹⁸⁵ though even Nuttgens did not think flats were viable, practical or sensible for families, at least in England and

¹⁸³ Hall and Ward, *Sociable Cities: The Legacy of Ebenezer Howard*, 53.

¹⁸⁴ Osborn, *The New Towns: The Answer to the Megalopolis*, 22.

¹⁸⁵ Patrick Nuttgens, *The Home Front: Housing the People 1840-1990* (London: BBC Books, 1989), 68-9.

Wales.¹⁸⁶ Regardless, blocks of flats, both in high and medium-rise blocks, were built.

A number of flats were built in the early development of Stevenage New Town. Several three and four storey blocks were built at the high-density residential unit of Stoney Hill, as well as one seven storey block. Osborn believed that this was soon considered a mistake:

Probably the motive was to have a small proportion of flats near the town centre. Designed for middle-class tenants, they did not prove very acceptable to the workers who first came to the new town, whose natural reaction was that there are plenty of tall blocks of flats in London in the midst of all the recreations of life the metropolis provides. If they were merely to get the same thing at Stevenage they might as well stay in London.¹⁸⁷

Regardless of new town enthusiast Osborn's admission to new towns losing out culturally for the price of a garden, new town flats remained a contentious issue.

The next new town, Crawley in Sussex designated in January 1947, while three storey flatted blocks were common in early phases of construction, the Crawley Development Corporation made a conscious effort to decrease their provision in later stages.¹⁸⁸ To a greater or lesser degree, were built in every new town.

However even in Scotland, where, as Nuttgens said, people were used to flats, this type of dwelling did not form the majority of the new towns: the make up of East Kilbride was thirty-six percent flats, the majority of which were in medium-

¹⁸⁶ Ibid., 69.

¹⁸⁷ Osborn, *The New Towns: The Answer to the Megalopolis*, 158.

¹⁸⁸ Ibid., 174.

rise blocks, fifty percent in terraces, and fourteen percent were detached.¹⁸⁹

While Osborn believed that, "It may be that in Scotland it is just a little difficult to shake off the tradition of flat building".¹⁹⁰

Apart from the provision of flats, the Mark I new towns were also provided with a somewhat standardized style of town centre. While later new town development corporations found the creation of unique town centres very important, the majority of the Mark I new town centres were visually monotonous, providing little in the way of environments conducive of social interaction. The Reith Report clearly delineated the layout of the town centre: a fairly narrow shopping street giving an atmosphere of activity which is unbroken by recreational buildings, though these of course should be located in close proximity to the town centre shops; public transportation hubs should be near to but not integrated with the town centre; cars should be directed around the town centre, which would be accessed by parking lots; and a market should be provided.¹⁹¹

All the town centres, apart from that of Hemel Hempstead, were built on virgin land, as opposed to integrating an existing town centre.¹⁹² Not all were pedestrianised from the beginning. Stevenage, the first new town designated after the New Towns Act (1946), was given a pedestrian shopping square, the

¹⁸⁹ Ibid., 219.

¹⁹⁰ Ibid.

¹⁹¹ Association for Planning and Regional Reconstruction, "Evidence to Lord Reith's Committee on New Towns," 41.

¹⁹² Osborn, *The New Towns: The Answer to the Megalopolis*, 193.

first of a kind. Osborn recalls a foreign architect that said, "if you have seen Coventry and Stevenage you have seen the best contribution to urban planning that England has made since the war".¹⁹³ While the following original Mark I new town central areas incorporated some degree of pedestrianisation, none went as far as Stevenage in this respect, which was for the most part completed by 1962, apart from Basildon which was almost completely pedestrianised.

As the Mark I new towns had clear and conscious neighbourhood units, each with a shopping centre, the focus was taken off the town's central area as being the all important hub for the entire town. Daily and weekly shopping could be done in the local shopping centre, with the town centre providing for the larger and more sporadic purchases. Stevenage's town centre consisted of an open-air pedestrian shopping street, Queensway, with a town square complete with fountain and clock tower.¹⁹⁴ The shops were often, and it is so in the case of Stevenage, accompanied by administrative, office, and entertainment facilities, though not in one building and instead in close proximity.

However, despite this consistency in design, the Mark Is did show signs of variety:

Although all the new towns have an overall similarity in appearance, through being built in a short space of time for a society with common characteristics, each one has its own individual character or personality

¹⁹³ Ibid., 161.

¹⁹⁴ The clock tower infact was designed by Roy Hunter, who went on to become an architect at Cumbernauld (see pages 186-7).

due largely to the topography in which they are set, the individuality of the development corporations responsible for them and the imagination of the designers involved.¹⁹⁵

Being based on the neighbourhood unit concept, each Mark I new town was divided up into units of anywhere from 5,000 residents to over 10,000 residents each. Every neighbourhood centre consists, for the most part, of a row of anywhere up to twenty shops, often arcaded, and a pub, church, and primary school in close proximity. Interestingly, while the towns themselves were quite strictly zoned, these neighbourhood centres were often mixed-use: above the shops can often be found flats and maisonettes, providing increased foot traffic into and out of these areas, the benefits of which will be discussed in chapter 4 when dealing with Jane Jacobs.

While there is no lack of information on the Mark I new towns, it is necessary within the remit of this thesis to look at some examples to highlight comparisons with Cumbernauld. As has already been seen, at Stevenage the most interesting feature is the town centre, which was pedestrianised. While this was not the only example of pedestrianisation in the United Kingdom at this time, the creation of a separate shopping, entertainment, and administrative precinct in a new town shows that ideas being only thought about before and during the war were being put into practice in the post-war period.

¹⁹⁵ Frederick Sir Gibberd, "The Master Design; Landscape; Housing; the Town Centre," in *New Towns: The British Experience*, ed. Hazel Evans (London: Charles Knight & Co Ltd, 1972), 88.

The second new town, Crawley, was designated in January 1947, followed in the town centre the terms of the Reith Report's description of a new town, apart from the mixture of uses appearing in the town centre. While mixed-use development in the new towns is rare, seen only in the neighbourhood centres with maisonettes and flats being located above the shops, Crawley incorporates flats into the central area. The first stage of development at Crawley Town Centre comprised of Broad Walk, leading from the old Crawley High Street to Queen's Square. This phase would have maisonettes above shops on one side, and flats above those on the other side, allowing for greater sunlight access.¹⁹⁶

Harlow, a new town proposed by Abercrombie in the *Greater London Plan*, was designated in 1948. Much is known about the planning of Harlow due to the writings of its chief architect, Frederick Gibberd. In Gibberd's essays his focus on density and the creation of an urban environment clear:

If an urban character is to be achieved, housing groups must be to a comparatively high density – over 30 persons per acre – and they must be compactly planned. Their separation must be either by broad strips of landscape or by a natural barrier – such as a wood. After the built-up area has been broken down to obtain a major contrast between building and landscape it has to be welded together again into an aesthetic whole. It is a town that has to be created, not a series of independent villages.¹⁹⁷

So far only new towns in England have been referred to. While the new towns

¹⁹⁶ Rodwin, *British New Towns Policy: Problems and Implications*, Appendix C, fig. 6.

¹⁹⁷ Frederick Gibberd, "Landscaping the New Town," *Architectural Review* 103, no. 615 (March 1948): 85.

movement was very much a British phenomena, each, regardless of place, drawing architects from ever corner of the UK, looking at the Scottish context for the new towns is important, and also the two new towns designated there before Cumbernauld: East Kilbride and Glenrothes.

3.4 The Scottish New Town Story

Firstly, it is important to state that Scotland, in terms of planning, was not under the jurisdiction of the Minister of Town and Country Planning: instead, the Secretary of State for Scotland was in charge of planning, a responsibility gained because Thomas Johnston, Secretary of State for Scotland during World War II, successfully demonstrated "that Scotland was at least as advanced as England in matters relating to town planning",¹⁹⁸ and therefore could manage itself.

Glasgow's housing conditions after the World War I were already poor. By the 1920s almost eighteen percent of Glasgow houses were overcrowded, if going by the 1921 Royal Commission on Housing in Scotland's rule of three person to a room being overcrowded or just over thirty-nine percent of the housing stock was overcrowded, if based on the English rule of an overcrowded dwelling being

¹⁹⁸ Roger Smith, "The Origins of Scottish New Towns Policy and the Founding of East Kilbride," *Public Administration* 52, no. 2 (1974): 145.

that with more than two persons to a room.¹⁹⁹ Either way Glasgow was home to “abnormally high densities” for Britain.²⁰⁰ Only in 1945, however, was there recognition of the fact that more houses were needed of better standards, with a decrease in the densities of central Glasgow.²⁰¹ The problem was not in the acceptance of the situation, but in how it could best be rectified. Two sides formed, one consisting of the regional planners whose ideas were made clear in *The Clyde Valley Regional Plan*, and on the other the Glasgow Corporation.

In 1946 Patrick Abercrombie with Robert H Matthew finished the *Clyde Valley Regional Plan*.²⁰² The *Plan* advocated the decentralisation of Glasgow along similar lines as the plans for London County and Greater London.²⁰³ With a sizeable proportion of the population residing on a few hundred metres of space, Glasgow, like London, needed particular attention; so, a scheme very similar to the *Greater London Plan* was published, describing the squalid Glasgow conditions and laying out a decentralised Clyde Valley Region fully equipped with a green belt and new towns.

¹⁹⁹ Keating, *The City That Refused to Die: Glasgow, the Politics of Urban Regeneration*, 17.

²⁰⁰ Elspeth Farmer and Roger Smith, “Overspill Theory: A Metropolitan Case Study,” *Urban Studies* 12 (1975): 152.

²⁰¹ Keating, *The City That Refused to Die: Glasgow, the Politics of Urban Regeneration*, 17-8.

²⁰² Patrick Sir Abercrombie, *The Clyde Valley Regional Plan, 1946* (Edinburgh: HMSO, 1949).

²⁰³ *Ibid.*

Glasgow Corporation was not satisfied with the *Clyde Valley Regional Plan*: the green belt would limit the city's growth. With 13,000 acres of land within Glasgow's municipal boundaries handed over for a green belt, only half of the 500,000 to 550,000 Glaswegians to be moved out from the overcrowded central area could re-housed within the city borders.²⁰⁴ This movement of people from Glasgow to other, less populated areas reflects Abercrombie's main aims in the Clyde Valley Regional Plan as it is clear he thought the city's population was too high.²⁰⁵ To the Glasgow Corporation these were not just people who would have to leave the city: these were ratepayers.

The Clyde Valley Regional Planning Advisory Committee, the body responsible for the ideas in the publication under leadership and consultation of Abercrombie, recommended four sites for four new towns: East Kilbride, Cumbernauld, Bishopton and Houston.²⁰⁶ The suggestion of a new town at East Kilbride was acted upon, the designation order being passed in 1947²⁰⁷ as was previously mentioned.

²⁰⁴ Elspeth Farmer and Roger Smith, "Housing, Population and Decentralisation," in *Strategic Planning in Action: The Clyde Valley Regional Plan 1946-1982*, ed. Roger Smith and Urian Wannop (Aldershot: Gower Publishing, 1983), 44-5. and Keating, *The City That Refused to Die: Glasgow, the Politics of Urban Regeneration*, 19.

²⁰⁵ Smith, "The Origins of Scottish New Towns Policy and the Founding of East Kilbride," 148.

²⁰⁶ Abercrombie, *The Clyde Valley Regional Plan*, 1946.

²⁰⁷ SDD, "East Kilbride Designation Order."

However the designation process was not easy for the Secretary of State for Scotland. The Glasgow Corporation of course strongly opposed East Kilbride, insisting that they could house everyone if only the green belt did not take up any Glasgow land.²⁰⁸ The Secretary of State, at the time Joseph Westwood, continued despite Glasgow's arguments and East Kilbride was designated.

East Kilbride is different from the London new towns in the roles it was created to play:

Firstly in conjunction with a green belt policy it was to help prevent the outward spread of the Glasgow conurbation into the other industrial towns of the region. Secondly it was to help relieve the congestion in central Glasgow by providing new homes for some of the city's inhabitants. Thirdly it was to be used as a means of attracting new industry into the Clyde Valley.²⁰⁹

The aim of the London plans was not to attract industry to that region. However in other ways the designation of East Kilbride does not differ greatly from the first four new towns: the target population started at 45,000 and was raised, and raised again to 70,000; it is broken up into neighbourhood units varying in population from 10,500 to 15,500; the town centre, while originally consisting of a main street with pedestrian shopping ways branching off was turned in 1961 into a large, pedestrian precinct; the densities are low; there is an abundance of green space; and focus on siting and landscaping.

²⁰⁸ Farmer, "Housing, Population and Decentralisation," 47.

²⁰⁹ Smith, "The Origins of Scottish New Towns Policy and the Founding of East Kilbride," 157.

In fact, despite the emphasis put on local architecture in the *Clyde Valley Regional Plan*, Scottish architectural 'tradition' makes little input into the style of the proposed new towns. The plan for Ongar in the *Greater London Plan* greatly resembles those set out in the *Clyde Valley Regional Plan*,²¹⁰ and looking again at the plan as described in the previous paragraph, not just in terms of colours used in the book. Susan T McDonald wrote that, "there is relatively little that is specifically Scottish in the [Clyde Valley Regional] Plan".²¹¹

Arthur Woodburn replaced Joseph Westwood as Secretary of State for Scotland in 1947. Woodburn did not support the green belt as his predecessor did, and allowed Glasgow to build at Castlemilk, which was intended as green belt land.²¹² Woodburn did propose a further new town at Houston in 1950 but this too did not come to fruition as the majority of the proposed new town's residents would come from Greenock, the MP of which had, later in 1950, replaced Woodburn as Secretary of State.²¹³ He would not want to lose such a large proportion of his constituents.

Glenrothes, the second Scottish new town, was designated in 1948. Unlike the its predecessors, this Fife new town was designated not to specifically

²¹⁰ Sheila T McDonald, "Community Planning and Regional Architecture," in *Strategic Planning in Action: The Clyde Valley Regional Plan 1946-1982*, ed. Roger Smith and Urlan Wannop (Aldershot: Gower Publishing, 1983), 77.

²¹¹ Ibid., 95.

²¹² Farmer, "Housing, Population and Decentralisation," 49.

²¹³ Ibid.

accommodate an overspill population from an overcrowded city but to provide a population of workers for the Rothes colliery. Glenrothes housing is predominantly of the two storey terrace type, the only few exceptions being some medium-rise blocks of flats and one tower block of a later date directly opposite the town centre. The designated area of 5,730 acres was to house the original planned population of 32,000 (this was in the 1960s increased to 95,000 due to the industrial growth of Fife).

The original plan for 32,000 included most elements of the garden city: residential neighbourhoods each with a primary school and a small centre with shops and meeting rooms, and a compact town centre which all the neighbourhoods share, with large shops, recreation, and offices. In the 1970 master plan the proposed densities of the residential areas were to result in fifty to sixty people per acre, expecting to range from one hundred people per acre at the town centre to twenty people per acre at the edges.

After Glenrothes was designated in 1948 regional planning and overspill policies in Scotland slowed to a halt. However, by 1953 Glasgow still had profound congestion problems. There is no doubt that a great many people indeed were living in central Glasgow, with the approximate population in 1953 being 700,000 living on 1,800 square acres, creating a residential density of 388 people per

acre, but in some areas this went as high as seven-hundred people per acre.²¹⁴ This belief was based on the accepted population of cities, and the lasting idea that low-density was better than high as advocated by Raymond Unwin,²¹⁵ before the writings of Jane Jacobs introduced the idea that high-density did not necessarily equate with overcrowded slums.²¹⁶ In fact, the notion of the overcrowded quality of Glasgow was ingrained in the planning and housing authorities of Scotland. The following was quoted at the beginning of the *New Towns and Decentralisation Memorandum*: "There's no space. I never saw a more spreading lot of animals in my life, and all in the wrong places".²¹⁷

SECTION 4 CONCLUSIONS

Ebenezer Howard's bringing together of a variety of different planning thoughts, from Europe and America, in the form of the garden city had monumental effects on planning in Great Britain. Though perhaps Howard's plan has not been followed exactly, the influence he had on his colleagues is clear. Many went on to play significant roles in national planning bodies and authorities, where their

²¹⁴ DHS, "Memorandum by the Secretary of State for Scotland [NAS SEP 15/7]," (Edinburgh: 6 October 1953).

²¹⁵ Unwin, *Nothing Gained by Overcrowding! How the Garden City Type of Development May Benefit Both Owner and Occupier*.

²¹⁶ Jacobs, *The Death and Life of Great American Cities*.

²¹⁷ Minister of Housing and Local Government, "New Towns and Decentralisation Memorandum [NAS SEP 15/6]," (Edinburgh: Undated [1953?]).

actions had an impact on the post-war period, becoming ingrained in planning thought and the basis for redevelopment all over Great Britain.

The first new towns located outside of London were all very much born from the garden city concept: neighbourhood units, low densities, some degree of pedestrianization in the town, community provision, segregation of uses, to name a few, following on from Abercrombie's *Greater London Plan* exactly. The *Clyde Valley Regional Plan* also followed on from Abercrombie's plan for Greater London, and provided the garden city ideals that went on to permeate the new town plans for Scotland. In both East Kilbride and Glenrothes the trends of the garden city are visible. Both have neighbourhood units, both have low densities, an abundance of open space, are zoned, and both resemble their English counterparts greatly.

While there were some signs of variety amongst the Mark I new towns, the last of which was Corby designated in April 1950, this was not variety enough. The new towns had not necessarily been hotbeds for experimentation in planning or architecture by the fourteenth designation under the New Towns Act (1946), but there were some developments such as having some dwellings over shops, new housing types, etc. These were not sufficient, however, and by the 1950s, these first new towns, thought to be the wonderful utopias of the welfare state, were being criticised for those qualities thought so important: the low densities, the

vast areas of open space, the creation of communities by implementing neighbourhood units, and being, basically, the opposite of cities.

CHAPTER 4 THE POST-WAR PLANNING CONTEXT: REFORMISTS

SECTION 1 INTRODUCTION

Cumbernauld New Town and its town centre combine two seemingly opposite planning ideals: the utopian, futuristic megastructure and the medieval town so admired by the townscapists. Cumbernauld on one hand was to embody the characteristics of organic urban planning in response to the criticism of the Mark I new towns and earlier philanthropic planning experiments such as the garden city. On the other hand, Cumbernauld's planners and architects wanted to introduce a new type of town – a different kind of new town which would provide for future needs. This last point is most directly connected with the town centre,

but though even the idea of a megastructure, regardless of whether or not Cumbernauld is home to one, draws upon a history of building types from Medieval England to the earliest American skyscrapers.

The plan for Cumbernauld New Town, as we will see in greater detail in chapter 6, incorporates several fundamental elements: a complete separation of pedestrian and vehicular traffic, the abandonment of the neighbourhood unit principle which was so prevalent in planning everywhere at the time, the town's shopping and entertainment being concentrated at the town centre, and densities higher than those used in previous new towns which would lead to a more compact, close and neighbourly new town than had previously been experienced. Cumbernauld was to be a 'town' that was actually a 'town.' All of these principles, except for the first, saw a departure from the modern planning idea of the garden city to a more organic town providing an environment where inhabitants could reside within close proximity to one another and form natural communities. The idea of the organically grown town, of organic planning, was experiencing something of a revival in the 1950s in the United Kingdom with the townscapists, the growing interest in urban renewal, the use of sociologists and sociology in architecture and planning, and conservationists, all of whom looked to the traditional town as something possessing the characteristics of a natural and efficient urban setting where humans could live and even thrive.²¹⁸ No

²¹⁸ Lionel Brett, "The Environmentalists," *Architectural Review* 125, no. 748 (1959).

longer was the traditional urban neighbourhood something to be despised and demolished but something to be examined and emulated.

This sudden reversal in policy and behaviour, the turn from everything old equalled everything wrong to the existing urban fabric being valued above that built in the first half of the twentieth century, was not the only prevailing thread in thinking about how future cities should look: others were busy thinking up imaginative future cities which bore almost no resemblance to anything anyone had seen before, but without attacking what existed or what was actually being built. Those interested in creating the cities of the future are bundled together under one heading: the megastructuralists.²¹⁹

Movements for urbanity and the appreciation of existing towns and cities existed during the interwar period, specifically those in which Thomas Sharp and Clough Williams Ellis were active. However, both Sharp and Ellis felt the need to launch their arguments again in the 1950s. As one commentator wrote:

As older readers know and younger readers ought to learn, many of the things that Outrage said had been said twenty years earlier by Mr. Williams-Ellis in England and the Octopus. The tragedy is that these things had to be said again. This may well have been due to the combination of the war and the feelings after it that "now we've got Town and Country Planning it'll all go right automatically." Alas, it didn't.²²⁰

²¹⁹ Reyner Banham, *Megastructure: Urban Futures of the Recent Past* (London: Harper & Row, 1976).

²²⁰ Anonymous, "Astragal: New Ways with Old Octopus," *Architects' Journal* 125 (4 April 1957).

SECTION 2 CRITICISM OF STATUS QUO

2.1 Sociology and Architecture

The practice of sociology was, by the 1950s, increasing in popularity, providing a scientific backing for many architectural forms and layouts. Studies ranged from the use of balconies to the use of neighbourhoods, all providing information that could be used to support or refute a plan. The use of sociology in architecture had an early start, and was closely linked to the responsibilities architects, and architect planners, felt after the war for creating a new, and better, world.

London County Council had a sociologist, Margaret Willis, on staff from the early 1950s.²²¹ The surveys Willis carried out for the LCC were focused on user studies, for example, how inhabitants felt about being overlooked. While it is thought that Willis did not, “seem inclined to contribute to the subject of community”,²²² which was the focus of most urban sociologists, the word, and the concept, did play a significant role in many of her studies. When looking at

²²¹ Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain*, 218.

²²² Miles Glendinning and Stefan Muthesius, *Tower Block: Modern Public Housing in England, Scotland, Wales and Northern Ireland*, 102.

the user's experience of privacy in new housing, *Designing For Privacy*, Willis deduced from the residents' responses that the houses were not responsible for inhibiting socialising and community building, but that people's attitudes played a part: the desire to be better than one's neighbours was turning community into an obsolete term.²²³

Interestingly, Willis' beginnings at the LCC, in the early 1950s, coincided with the call for a new architecture as described in the first chapter of this thesis. The early post-war period was being evaluated, and the sociologists were helping to stimulate change. Sociologically based groups were set up as research bodies. The Housing Research Unit (later the Edinburgh Architecture Research Unit) was established in 1959 to conduct user surveys to design new houses and to learn from those already built.

While the surveys conducted by Margaret Willis, the HRU, and other sociologists and sociological groups were widely publicised most often in the form of reports or as small articles in the architectural press, none would reach the level of publicity and popularity to the same degree as that of a single book published in 1957. *Family and Kinship in East London* was the culmination of a study conducted by Michael Young and Peter Willmott, both of whom were employed

²²³ Margaret Willis, "Designing for Privacy: 3. Personal Relationships," *Architects' Journal* (12 June 1963): 1232.

by the Institute of Community Studies based in Bethnal Green, a working class neighbourhood in London.

The sociologists compared family relationships in the home neighbourhood, and those same relationships once rehoused in a suburban housing scheme ("Greenleigh"). Willmott and Young's research made a massive impact on the planning community, especially in terms of housing. Their work was even referenced as one of two sources in the density section of the DHS's housing handbook on housing layout.²²⁴

The conclusions of Willmott and Young's study, with a basis in fact evidenced the criticism that emerged in the early 1950s of featureless and unvarying monotony – 'Prairie Planning' - of the new towns and other contemporary developments (see page 120). This transformed an aesthetic argument focusing on monotony and sterility into one based on the provision and planning for, and the creation of, society and community. However, what *Family and Kinship* really helped to show was that even having been moved from the original neighbourhood to a new housing estate, these disrupted communities eventually grew again. This concept picks away at the omnipotence of the architect in the post-war period; people could and would learn to live anywhere, with or without facilities, and form communities.

²²⁴ DHS, "Part 1: Housing Layout," in *Scottish Housing Handbook* (Edinburgh: HMSO, 1958), 4.

Maurice Broady, Senior Lecturer of Sociology at several universities including Glasgow University and the University of Southampton, took that idea further in the late 1950s and 1960s. Broady coined the term 'architectural determinism', which he describes as the "simple idea that a good physical environment will necessarily produce good social effects".²²⁵ The boffin architects of the post-war period tried to directly ameliorate the social difficulties of the new world with their buildings, and according to Broady, this was just not possible. Broady believed instead that the architectural determinist mind vastly overstated "the importance of physical design for the achievement of social goals".²²⁶ Perhaps unfortunately his ideas were not to become mainstream in the 1950s and 1960s as architect-planners still considered themselves foreground in the solution of social problems.

In his *Planning For People* Broady describes his incredulity at the high levels of naivety found in post-war architecture and planning. Though he found the enthusiasm refreshing, he was sceptical at the worth of what was being tossed around, and found worrying the, "sheer lack of intellectual discipline which often marks the enthusiastic designer's confrontation with social theory".²²⁷

²²⁵ Maurice Broady, *Planning for People* (London: Bedford Square Press, 1968), 7.

²²⁶ Ibid.

²²⁷ ———, "Social Theory in Architectural Design," in *Planning for People* (London: Bedford Square Press, 1968), 11.

Those who buy into architectural determinism always believe that their plan will have beneficial effects, which of course is not always the case. There is little proof that architecture determines any social behaviour, as just when something is thought to be proven, it can be more easily unproven. Broadly uses the example of proximity and neighbourliness in his essay *Social Theory in Architectural Design*.²²⁸ Broadly quotes the conclusions of studies in the United Kingdom and America in proximity and social relationships as being: "People select their friends primarily from those who live near by and those whom their house faces".²²⁹ Of course people make friends with their neighbours, but Broadly found no justification that the relations in a cul-de-sac were necessarily tighter than the more traditional terraced street, or that the focus on house layout to increase neighbourliness was always beneficial as people can be just as unfriendly as they can be friendly.²³⁰

As Glendinning and Methusius discussed in *Tower Block*, sociologists were very concerned with the idea of community. This was very much linked to the concept of the neighbourhood unit and whether such attempts to facilitate the formation of social links actually worked. As Professor Wentworth Eldredge, an American sociologist, said in reference to the British new towns: "planners have no real facts on which to base their nutty hunch. Is the concept of a

²²⁸ Ibid., 18.

²²⁹ Ibid.

²³⁰ Ibid.

neighbourhood valid? And if so what is the ideal size: 50 persons, 500 or 5,000?"²³¹

Architects were not alone in beginning to question the status quo by the 1950s: the sociologists were ready with substantial arguments and queries which not only encouraged architects to think more about what they were planning, while at the same time providing more of a pedestal from which architects could design layouts that would benefit communities.

2.2 Prairie Planning

The use of sociology in early post-war pointed to and gave reason to the new dwellings built in the late 1940s and early 1950s, but by the 1950s sociologists, and others, were beginning to recognize that "redevelopment might also have removed certain valued characteristics of the pre-existing urban environment".²³²

In 1953 J M Richards wrote an article in the *Architectural Review* critiquing the new towns built up to that point entitled *Failure of the New Towns* (figure 11).²³³

Richards wrote that the new towns up to 1953, retrospectively known as the

²³¹ Astragal, "New Towns, Mark II," *Architects' Journal* 125 (9 May 1957).

²³² Gold, *The Practice of Modernism: Modern Architects and Urban Transformation 1954-1972*, 205.

²³³ Richards, "Failure of the New Towns."

Mark I new towns, had failed economically, socially, and aesthetically:

[...] the inhabitants of the new towns are not going to be made content with inadequate provision for a full life by evidence shown on the master plan that a full life is to be provided for their grand-children. They want it now, and if it is not obtainable on the spot, they will go in search of it, on shopping expeditions to the nearest centre where better facilities are available, on regular trips away from the town to the cinema, the hospital, the sports stadium and the club, resulting in the establishment of habits which will not easily be eradicated when the new towns' own entertainment and shopping facilities begin to grow. They will find themselves with everything but a soul of their own. And there is little chance of their acquiring a soul while all they offer to the eye is acre upon acre of small houses with no visible centre or sense of urban character.²³⁴

The last two sentences best capture the feeling of the time: urbanity had been lost in the post-war period in favour of sunlight, open space, and rapid construction to cope with high demand. This in turn was linked to the shift that was taking place in the purpose and style of the Modern Movement:

That Reith's New Towns Committee should have adopted this [the Town and Country Planning Association's interpretation of Howard's Garden City model as having no more than 12 houses to the acre] recommendation was due, in Richards' view, to the ineptitude of the Modern Movement.²³⁵

The ineptitude of the Modern Movement was going to be countered with what had proved successful in terms of planning for communities for centuries: the existing villages, towns and cities.

²³⁴ Ibid.

²³⁵ Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain*, 135.



Figure 11 Failure of the New Towns by Gordon Cullen (AR, July 1953, p 28)

Gordon Cullen's argument, following directly on from Richards' article in the *AR*, focused completely on the aesthetic. Cullen wanted a greater appreciation of "our villages, towns and cities through an understanding and analysis of their picturesque qualities",²³⁶ and it was the lack of the picturesque that is felt in his photos and sketches of the Mark I new towns. "One of the essential qualities of a town", Cullen wrote, "is that it is a gathering together of people and utilities for

²³⁶ Peter Collymore, *The Architecture of Ralph Erskine* (London: Academy Group Ltd, 1994), 1.

the generation of civic warmth".²³⁷ Cullen dubbed this 'towniness', and wondered what had happened to this characteristic in the new towns: "We see no sign of it here. Instead we see the growth of a new ideal at work which might be described as ebbiness- the ebb tide: the cult of isolationism".²³⁸

The by-law street bore a good deal of the criticism in both Richards' and Cullen's pieces, though their arguments were not the first against the vast space between houses; almost fifty years earlier similar arguments had been made by the Housing, Town Planning, etc. Bill of 1909. A section of this act referred to the new planning powers that "seek to diminish what have been called bye-law streets, with little law and much monotony. It hopes to get rid of the regulation roads that are so regular that they lack that line of beauty that Hogarth said was a curve".²³⁹

The criticisms set out by Cullen and Richards were further emphasised by June Franklin, a new town housewife, almost four years later. Mrs Franklin, who hated living in a new town, savoured the smell of returning to London, "as if it were Mother's cooking".²⁴⁰ She wrote in the *Architects' Journal* that:

²³⁷ Gordon Cullen, "Prairie Planning in the New Towns," *Architectural Review* 114 (July 1953): 34.

²³⁸ Ibid.

²³⁹ John Burns, "Housing, Town Planning, Etc., Bill," http://hansard.millbanksystems.com/commons/1908/may/12/housing-town-planning-etc-bill#S4V0188P0_19080512_HOC_266.

²⁴⁰ June Franklin, "I Live in Subtopia," *Architects' Journal* 125 (31 January 1957).

I was disappointed to find that it [the new town] doesn't feel like a town. It's just housing estates sprawling in all directions, looking rather pink and flat and very uninteresting indeed. I soon discovered when I set out for the afternoon walk with a pram which used to be a voyage of discovery in London, that no matter how far I walked all I could see was thousands of houses exactly like my own...with an occasional outbreak of new shops, a new school, or a bald-looking new church, to vary the monotony.²⁴¹ Mrs Franklin's description of life in the new town backs up everything Cullen and Richards had previously said, turning what could be conceived as yet another complaint by distantly placed architects with no intention of living, let alone visiting for very long, in a new town: the new town plans had consequences for real people.

Criticism of the Mark I new towns as lacking in urbanity became much more widespread by mid 1957,²⁴² and required planners and architects to include, at least in promise if not in practice, an urban aesthetic. The analysis of the Mark I new towns put forward by Richards and Cullen paved the way for a new type of new town. Richards hints only lightly at using the existing old villages and towns as examples on which to base future plans, focussing instead on what he did not think worked in the Mark Is, but Cullen goes further and talks plainly about the merits of the British towns, and compares the plans of one town, Blanchland, with that of a new town, Crawley. In Blanchland, "the buildings have been arranged to create a sense of enclosure, of cosiness, and of drama in the progressive revealing of space and use. These things are the stuff of towns".²⁴³

²⁴¹ Ibid.

²⁴² Astragal, "New Towns, Mark II."

²⁴³ Cullen, "Prairie Planning in the New Towns," 36.

These two were not the only critics of the new towns; many others found the new towns lacking, Maxwell Fry being one of those. In 1955 Fry wrote:

The extent to which the New Towns, when they came, fell below expectations is a measure of native resistance to new ideas. We have only lately been given a glimpse of what Lubetkin proposed for Peterlee in a scheme that would have been dominated by a single coherent idea, but failed for reasons never fully disclosed. Elsewhere, wrapped in warm woolly talk of neighbourhood planning, the towns emerged too little changed either in general (or in detail) to merit the title 'new'.²⁴⁴

Fry links the new towns to the first phase of post-war architecture and planning - little had been done to create towns, which answered the needs of the new post-war world.

Lionel Brett, however, had more concrete suggestions for any further new towns. These are mostly in the form of administration changes to allow greater freedom for the development corporations, unsurprising seeing Brett (later Lord Esher) was the architect-planner of Hatfield new town. Brett did believe however that things could be changed:

What I am sure of is that if the pioneering spirit, the right and duty to experiment, the creative idealism of the New Towns are to be recaptured before it is too late, it can only be done by making what for these days would be regarded as a hazardous, unfair and even immoral Experiment in Freedom on their behalf.²⁴⁵

²⁴⁴ Maxwell Fry, "Twenty-Five Years of Modern Architecture in England," *Architectural Design* (November 1955): 340.

²⁴⁵ Lionel Brett, "Letter in Response to Jm Richard's Article 'Failure in the New Towns'," *Architectural Review* 114 (August 1953): 120.

SECTION 3 NEW DEMANDS

3.1 Changing Standards

Urbanity, being associated with the old towns and cities, was inextricably linked to density. The existing, gregarious, working class neighbourhoods examined by the sociologists such as Young and Willmott had high densities and were home to socially thriving communities. Density became a way to achieve the means of a healthy community, something the neighbourhood units, fields, and Reilly Greens had not been able to so far accomplish.

Connecting the continuing distaste for “slum” architecture – the tenements and terraces of Scotland and England – with the need for sunlight, preservation of agricultural land, increased density, etc., advocated by the critics of the post-war status quo, a replacement was needed for the low-rise low-density developments of the early post-war period. This came in the form of flats of a more continental type, and more forward thinking plans for houses. The block of flats, both high- and medium-rise, became commonplace, set on open green space. The patio house was produced to provide higher densities with developments not going over a single storey.

A number of groups throughout the UK created new housing types that allowed for a greater density, which would in turn, it was believed, allow the inhabitants

to live a more sociable life more a like to their original neighbourhoods. The Edinburgh Architecture Research Unit designed one low-rise medium-density development in Prestonpans, East Lothian, which was completed in 1962. This was preceded slightly in the UK by Shaw-Stewart, Baikie & Perry's patio houses at the Leith Fort area of Edinburgh.

3.2 Urbanity

The trend of increased densities was accompanied by the drive for heightened urbanity in new towns and in other post-war developments. The sociological surveys such as that by Willmott and Young brought this interest in higher densities forward, and were not alone; the post-war period also saw the emergence of those that appreciated the aesthetics of traditional cities and towns if not also the societies and communities nurtured within them.

The early new towns, as was written previously, were found to be lacking the same elements as the interwar housing estates: unbalanced communities, overly spacious layouts, and excessive road widths.²⁴⁶ As architects and planners were not responsible for balancing communities, or at least it was not the focus of their work but an element that sometimes required attention, the

²⁴⁶ Glendinning, *Tower Block: Modern Public Housing in England, Scotland, Wales and Northern Ireland*, 117.

overly spacious layouts and excessive road widths could be surmounted using clever architectural means and sensitive planning: however somewhere with too much open space surrounding already bland houses without this clever architectural cloaking was bound to draw the attention of inhabitants and onlookers.

Part of this was the rather rigorous policy of zoning in post-war development, continued from pre-war schemes, keeping different functional areas completely separate. Such practice made these monotonous areas even less stimulating.

Industry and housing, commercial traffic and pedestrian square, cranes and trees, pub and warehouse, all superimposed, not segregated into zoned areas-‘residential’, ‘industrial’, ‘recreational’, and so on. When put together they interact to give virility, not chaos: and when segregated they are amputated sections looking for a town to take part in – as can be seen in some of the New Towns, where zoning has been carried through thoroughly from the start. The sum of so many planned watertight areas is an area and not a place; its character is still that of the separate areas plus the concrete road-and-lamppost sticking-plaster that binds them together. And as all towns get the zoning treatment they will all come to look alike in the components and they will all cease to have any character as a whole – which is Subtopia redefined.²⁴⁷

On looking around the most vibrant parts of our cities and towns we will probably find that these neighbourhoods or streets contain a mixture of uses. This mixture of uses in planning terminology is called mixed-use, and has existed for centuries.²⁴⁸ However with the Industrial Revolution came a new need for

²⁴⁷ Anonymous, "Subtopia: Route Book," *Architectural Review* 117, no. 702 (June 1955): 435.

²⁴⁸ Andy Coupland, ed., *Reclaiming the City: Mixed Use Development*, 1st ed. (London: E & FN Spon, 1997), 31.

planned towns: large and often noxious factories were suddenly part of the urban areas, and close to homes. The consequence of this was zoning. The ideal city had become not one of any particular beauty or interest, but one where the residential areas were completely separate from the industrial areas, separate also to the commercial area and the public buildings.

Both zoning and mixed-use in planning stress the functional first and foremost, yet planning historians today such as Ulrich Maxmilian Schumann believe that in mixed-use development the "[. . .] formal, architectural side [. . .] is neglected fundamentally and deliberately",²⁴⁹ and are currently aiming to reintegrate the two: form and function instead of function over form. However, in the mid-twentieth century, interest in mixed-use developed from aesthetic considerations, before the planning theory became a functional concern in later twentieth century.

Thomas Sharp was very concerned with the aesthetics of how a town should look, and the idea of townscape.²⁵⁰ These themes run through the majority of his books and are seen in the discussion of picturesque streets, the idea that a town can have the superficial appearance of being a town by having a

²⁴⁹ Schumann, "Mixed Use in 20th Century Urban Design," 5.

²⁵⁰ Thomas Sharp, *Town and Townscape* (London: Murray, 1968). The man himself will be discussed in greater depth in the next section.

continuous façade even if behind it there were gardens,²⁵¹ an idea picked up again in the late 1950s by the Smithsons with 'close houses' which give "an orderly and urban public aspect even to areas of fairly low density where the houses have large private gardens".²⁵² Sharp's many references to Trystan Edwards, an architect who wrote on design and aesthetics, also attest to his interest in the subject.²⁵³ Sharp believed one of the most important features of a town was variety, seen in the 'varying street pictures'.²⁵⁴ The interest of the visitor should be held with ever changing streetscapes, or townscapes, in '[. . .] a series of architectural compositions, of streets, squares, circuses, &c., each of which is a composed unity, a complete picture in itself [. . .]'.²⁵⁵

Numerous examples of these architectural compositions are given in Sharp's later book, *Town and Townscape*.²⁵⁶ What lies behind this desire for differing streetscapes in a town is the variety of buildings that create them and how these structures are laid out: in long and straight streets or narrow and winding pends. In *Town and Townscape* the English town is described as having a dynamic or kinetic aesthetic, having several different functions such as a variety of shops, a

²⁵¹ ———, *Town and Countryside: Some Aspects of Urban and Rural Development* (London: Oxford UP, 1932), 149.

²⁵² Alison Smithson and Peter Smithson, "Cluster City: A New Shape for the Community," *Architectural Review* 122, no. 730 (November 1957): 335.

²⁵³ Sharp makes particular use of A Trystan Edwards, *Good & Bad Manners in Architecture* (London: John Tiranti, 1945), in Thomas Sharp, *Town Planning* (Harmondsworth: Penguin, 1942), 83.

²⁵⁴ Sharp, *Town Planning*, 85.

²⁵⁵ ———, *Town and Countryside: Some Aspects of Urban and Rural Development*, 162.

²⁵⁶ ———, *Town and Townscape*. see especially pages 45 to 60.

post office, a church, a market and houses: Sharp does not describe these establishments in terms of function, he describes them as complete entities that give life to the town and street, and add variety.²⁵⁷ His want for multiple functions is clear in his writings, but the desire stems from a need for a varying aesthetic.

Gordon Cullen possessed similar theories on the subject to Sharp. What is known of Gordon Cullen's ideas on mixed-use development comes from his most well known book, *Townscape*. The idea of townscape is something Thomas Sharp discussed, and Eliel Saarinen mentioned,²⁵⁸ both referring to how one experiences an urban or rural conglomeration, how the view changes from one street to the next, or even on the same street, and how the town is dynamic and different from every point of view.²⁵⁹ This is primarily a visual way of perceiving the town. As Cullen discusses mixed-use development in his book *Townscape*,²⁶⁰ the title of which refers to the different visual aspects of a town described above, one can at a basic level understand that the values Cullen attached to mixed-use were aesthetic in nature.

²⁵⁷ Ibid., 12.

²⁵⁸ Eliel Saarinen, *The City: Its Growth, Its Decay, Its Future*, 1 ed. (New York: Reinhold Publishing Corporation, 1943).

²⁵⁹ Sharp, *Town and Townscape*. and Saarinen, *The City: Its Growth, Its Decay, Its Future*.

²⁶⁰ Gordon Cullen, *Townscape*, 4 ed. (London: The Architectural Press, 1965).



**Figure 12 Mixed use development at Bankside as shown by Gordon Cullen
(Cullen, *Townscape*, London, 1965, p 240)**

In *Townscape* Gordon Cullen says of mixed, or multiple, use that “This and That can coexist”.²⁶¹ Different visual facets exist in urban settings, and also have a relationship. Cullen goes further to explain the positive aspects of mixed-use development in a slightly more functional way:

Ever since people got really serious about planning one of the main endeavours has been to put people into sunny, healthy homes away from dirty, smelly and noisy industry. Whilst no one will seriously quarrel with this, the principle of segregation and zoning goes marching on, with the result that we are in danger of losing the great unities of social living.²⁶² Here Cullen focuses on the aesthetic but allows some of the functional aspects to be considered and have relevance. He does not go into great depth when looking at the practical benefits of mixed-use development, only pointing out that

²⁶¹ Ibid., 76.

²⁶² Ibid., 76.

if people were able to live in the West End than not so many would have to commute. He uses several illustrative examples for his words, the most significant for the purposes of this talk being his drawing of the Bankside development on the Thames in London (figure 12). There are pubs, a pier, cranes, warehouses, and a power station, and "New industries will be encouraged but domestic life will keep the pulse beating".²⁶³ Again the prominent issue raised by Cullen, as with Sharp, is the buzzing or vibrant atmosphere that mixed-use development directly or indirectly cultivates: the traffic, or what happens in-between uses.

The aesthetic of industry was important also in the design of Harlow New Town. Sir Frederick Gibberd believed that not only was the separation of industry from the other functions harmful, causing the town to become a dormitory dependent on the neighbouring industrial estate, but there was a visual aspect as well: "industrial buildings have their own architectural qualities which should contribute to the town's scheme".²⁶⁴

Jane Jacobs, by basing her ideas on existing neighbourhoods and cities, found what occurs on the street in-between uses fundamentally vital to the city, and more specifically to the smaller urban neighbourhoods.²⁶⁵ Jacobs lists four qualities necessary for an efficient and healthy neighbourhood: primary mixed-

²⁶³ Ibid., 240.

²⁶⁴ Gibberd, "Landscaping the New Town," 85-7.

²⁶⁵ Jacobs, *The Death and Life of Great American Cities*, 29-88.

use, short blocks, variety of building ages, and concentration.²⁶⁶ While mixed-use is only one of the qualities, and will not necessarily transform a neighbourhood without the other three,²⁶⁷ the variety of functions available is very important. Jacobs was interested in the functional consequences of a mixed-use area: not the primary functions that are actually part of that area such as shops, houses, recreational areas, but what happens in-between each use and what consequences each use has. To Jacobs the ideal neighbourhoods were those like Greenwich Village, New York and North End, Boston which were home to a mix of shops, public houses, restaurants and other services at ground level, residential flats above with schools and churches spread throughout.

This juxtaposition of a variety of different uses means there are people continuously entering and leaving each building and the neighbourhood as a whole. Consequentially people would be present for some reason or another at almost every hour of the day.²⁶⁸ To Jacobs, an urban ballet exists in which each person plays a part entering and exiting the neighbourhood at different times of the day and for different reasons:

I make my own first entrance into it [the urban ballet] a little after eight when I put out the garbage can, . . . Mr. Halpert unlocking the laundry's handcart from its mooring to a cellar door, Joe Cornacchia's son-in-law stacking out the empty crates from the delicatessen, the barber bringing out his sidewalk folding chair, . . . Now the primary children, heading for St. Luke's, dribble through to the south; the children for St. Veronica's cross, heading to the west, and the children for P.S. 41, heading towards

²⁶⁶ Ibid., 152-240.

²⁶⁷ Ibid., 151.

²⁶⁸ Hall, *Cities of Tomorrow*, 235.

the east. Two new entrances are being made from the wings: well-dressed and even elegant women and men with brief cases emerge from doorways and side streets . . .²⁶⁹

This specifically likens the ideas of Jacobs to those of Sharp and Cullen.

Jacobs, in seeing of the importance of the urban ballet and the need for people to not only take part in but also enjoy watching street life, recognises the significance of the visually vibrant. On discussing what factors make a city street safe, Jacobs lists three qualities: a clear demarcation between public and private space, a number of people watching the street for some reason or another and leading on from this the third is that the sidewalk must be used by people just about constantly.²⁷⁰ Following on, Jacobs makes the point that for people to be tempted to watch the street there needs to be life: 'Nobody enjoys sitting on a stoop or looking out a window at an empty street. Almost nobody does such a thing. Large numbers of people entertain themselves, off and on, by watching street activity'.²⁷¹

For the street to have life there must be a number of functions available at different times of the day, throughout the day: the street must be mixed-use. The two main uses are residential and work, be it in some industry or an office, and the mixture of the two in a single area will encourage life throughout the day, "the streets livening up with workers at midday when they go dead from the

²⁶⁹ Jacobs, *The Death and Life of Great American Cities*, 50.

²⁷⁰ Ibid., 35.

²⁷¹ Ibid., 35.

dwellings, livening up from the dwellings in the evening when they go dead from the work".²⁷²

Traffic is what Thomas Sharp finds extremely important, made clear in *Town and Townscape*:

Even small-scale pedestrian precincts, such as those that are now being made in some towns, are apt to appear dead and dull, lacking in liveliness, for most of the time outside the busiest shopping hours. The whole central area of a town (this at Oldborough being half a mile long by a third of a mile wide) would suffer seriously in attractiveness if there were no vehicle movement all about it- even Venice had its traffic in movement along scores of little canals as well as the grand ones.²⁷³

Though Sharp is making a point specifically about vehicular traffic, he also

makes clear his belief that uses outside opening hours are needed to make a street lively. For an attractive town there must be a vibrant atmosphere due to traffic, and for traffic to use a town there must be a variety of uses to attract people. Cullen also mentions the 'urban ballet' of sorts, referring to a street in France that is taken over by boule players when the trams are not running.²⁷⁴

Even the street has uses when the correct conditions exist. The CDC grappled with all of these issues in creating a new kind of town with the qualities of a traditional city or town.²⁷⁵

²⁷³ Sharp, *Town and Townscape*, 121.

²⁷⁴ Cullen, *Townscape*, 76.

²⁷⁵ In this essay the term traditional refers to areas such as Greenwich Village or Little Italy in New York and Bethnal Green in London where there is a strong sense of street life in which residents partake.

3.3 The Motor Car and Mobility

It is useless to pretend that our lives are so simple that we can all
'live where we work' – we have to accept population mobility and be
one step ahead of it controlling the form it takes.²⁷⁶

In opposition to the growing popularity of increased densities being conducive of community, some questioned the need for close proximity in settlements: "And we have to consider whether, in view of the recent evolution of means of communication, physical and mental, close spatial groupings of large numbers is any longer necessary or conducive to the further advance of civilization and culture".²⁷⁷ Tied with this was the belief that community was a rare commodity in the city, and not something grieved after.²⁷⁸

The physical means of communication, the most common recognised as being, or at least soon being, the motorcar, was seen by some as a release from the constriction of close proximity in planning as in the medieval towns. As Osborn put it:

In Plato's day the contacts and exchanges of civilization necessitated the grouping of some tens of thousands of people within walking distance of each other, and for political purposes within shouting distance. Rapid transport has extended the area of convenient physical contacts, and printing and electronics have abolished the shouting limit. These

²⁷⁶ Smithson and Smithson, "Cluster City: A New Shape for the Community," 336.

²⁷⁷ Frederic J and Arnold Whittick Osborn, *The New Towns: The Answer to Megalopolis* (London: Leonard Hill, 1969), 41.

²⁷⁸ *Ibid.*, 50.

inventions should have emancipated, civilized man from any need to bunch closely together.²⁷⁹

While some, such as Thomas Sharp and Frederick Osborn,²⁸⁰ believed the car to be something of an enemy. Villages, towns and cities were congested with cars, which they were not built to accommodate. Regardless, the car had become an integral part of post-war society. Even more significant than the cars' function, however, was what it signified: "Mobility has become the characteristic of our period. Social and physical mobility, the feeling of a certain sort of freedom, is one of the things that keeps our society together, and the symbol of this freedom is the individually owned car".²⁸¹

The idea of mobility had already taken off in the United States with suburban sprawl based not on extended subway or railway lines, but on the motorway. With these new mainly residential areas came the out of town shopping mall, the strip-malls, and populux architecture to catch the eye of the driver speeding past at fifty miles per hour.

Architecture designed for readability from the car was not introduced only in the 1950s: in the 1910s and 1920s, Willem De Klerk's housing in Amsterdam

²⁷⁹ Frederic J. Osborn, *The New Towns: The Answer to the Megapolis*, 1 ed. (London: Leonard Hill, 1963), 109.

²⁸⁰ The automobile was perhaps one of the only points Sharp and Osborn would agree on.

²⁸¹ Alison Smithson and Peter Smithson, *Ordinariness and Light: Urban Theories 1952-1960, and Their Application in a Building Project 1963-70* (London: Faber and Faber, 1970), 144.

provided horizontal patterns that would make most sense when viewed from a moving vehicle.

SECTION 4 THE REFORMISTS

For – need it be said? – it is chiefly the spate of mean building all over the country that is shrivelling up the old England – mean and perky little houses that surely none but mean and perky little souls should inhabit with satisfaction.²⁸²

4.1 Thomas Sharp and the Townscape Movement

Thomas Sharp in retrospect, comes across as a traditionalist, though because his ideas on architecture were opposed to the status quo of the early post-war period, when he wrote many of his books, he was very much a reformist along the lines of J M Richards and Gordon Cullen. Sharp was 'planner to the people', writing books that would and could be read by those not professionally employed as a planner or architect, or "responsible citizens".²⁸³ The first of these, *Town and Countryside*, was published in 1932, and advocated the qualities of the British (predominantly English) towns, though not those with a heavily Victorian flavour which Sharp found dull and brutal. His perception of what had been done to towns in the twentieth century was critical: "Our towns are negative and colourless. As an expression of civilisation they are worse

²⁸² Clough Williams-Ellis, *England and the Octopus* (London: Geoffrey Bles, 1928), 15.

²⁸³ Thomas Sharp, *Town Planning* (Middlesex: Penguin Books, 1945), i.

probably than Victorian towns. Those were brutal but definite: ours are – nothing”.²⁸⁴

Eliel Saarinen wrote in his book *The City* that modern cities are all grids, which he believed was a poor planning layout; medieval towns were more interesting and agreeable as their streets and paths mingled and could lead anywhere. Saarinen hints that building in the old way would be much to modern day's advantage.²⁸⁵ One can see this 'medieval' and somewhat confused planning in post-war developments, though not confused but 'picturesque', with streets that seem logical.

The difference between these modern medieval and original medieval street patterns is that original medieval patterns grew from use over time, not from plan.²⁸⁶ In modern take on medieval planning the planner decided what inhabitants would need and designed his town along a medieval pattern. Whilst the first situation works and is ideal, in the second situation the planner cannot foresee the uses inhabitants will need. For example, the creation of routes in modern town planning is problematic– those new to the area will create the routes most convenient to them, sometimes creating paths over landscaped areas. The grid system is simple and uses land efficiently; the grid was often used in times of great need, when an orderly place was needed quickly.

²⁸⁴ Sharp, *Town and Countryside: Some Aspects of Urban and Rural Development*, 135.

²⁸⁵ Saarinen, *The City: Its Growth, Its Decay, Its Future*, 46-50.

²⁸⁶ Ibid.

Saarinen writes of this using two examples of Kahun and Castrum, where:

There were no reasons for romantic whims in the planning work, but the schemes were laid out in a straightforward manner, functionally, practically, and regularly. The same is more or less true in any town development where the planning program was clear and the erection immediate. On the other hand, where the planning program was uncertain and the growth covered centuries to come, it was to be expected that in such circumstances the character of the lay-out with its derivations from regularity was bound to reflect the uncertainty of the planning program and the slow actualization.²⁸⁷

In the post-war world one can only assume nostalgia for the old times led planners to desire the medieval town layout (Thomas Sharp did this after he came around from his dislike of Camillo Sitte). The problem was that the irrational plans of curved cul de sacs were not created by need or by their users as in medieval times (where one would be hard done by to find a whole street planned together, let alone a whole town), which defeats their purpose.

4.2 New Urbanists

The Smithsons produced an abundance of theory in the 1950s, and though they built very little their widely published essays influenced many to a very great degree. Their main call was for that of an urban environment with strong community, paying attention to the existing urban fabric, both social and built. They aimed to “[...] *to make a city conceived as a cluster of population pressure*

²⁸⁷ Ibid., 39.

points, not as an abstract pyramid of density-figures".²⁸⁸ The Smithsons were also concerned with mobility.

What is interesting about the Smithsons is their position as forward thinking architects who drew their ideas and principles from the past. Being against the functional zoning of CIAM in favour of London's East End the married architects were members and the founders of Team X, an avant-garde breakaway group from CIAM proper. Team 10 "argued for a more comprehensive grasp of the social and cultural realities of the city. The goal was to widen the architect's analytical gaze by drawing, for example, upon anthropological and sociological observations, and accommodating specific local characteristics".²⁸⁹

The Smithsons described a cluster as "a close knit, complicated, often moving aggregation, but an aggregation with a distinct structure".²⁹⁰ The Smithsons came up with the idea of the cluster, at least in part, in response to Corbusier and their CIAM predecessors, with strictly geometric plans "*as banal as that of the pattern of a paper tablecloth [...] from which it may well have derived*".²⁹¹ Though the term cluster was just the newest way to refer to community.²⁹²

²⁸⁸ Smithson and Smithson, "Cluster City: A New Shape for the Community," 336.

²⁸⁹ Dirk van den Heuvel and Max Risselada, ed., *Team 10: In Search of a Utopia in the Present 1953-81* (Rotterdam: NAI Publishers, 2006), 258.

²⁹⁰ Smithson and Smithson, "Cluster City: A New Shape for the Community," 334-6.

²⁹¹ Ibid.: 334.

²⁹² Glendinning, *Tower Block: Modern Public Housing in England, Scotland, Wales and Northern Ireland*, 121.

While the new towns were receiving their fair share of criticism in the 1950s, there were still more to be said: another, more general attack was launched by the *Architectural Review* in 1955 against the state of affairs in town and country development, taking over the June issue under the title *Subtopia*. The Subtopia manifesto states that "Places are different: Subtopia is the annihilation of the difference by attempting to make one type of scenery standard for town, suburb, countryside and wild".²⁹³ The June 1955 *Architectural Review*, devoted to the theme of Subtopia, presented a variety ways the United Kingdom was being destroyed, including checklists for town, suburb, country and wild with questions such as "does traffic which has nothing to do with your town steamroller through it?",²⁹⁴ and for the suburb, "this is the home of ornamental trees and shrubs. Are there so many that it seems like fairyland? There ought to be",²⁹⁵ encouraging even the 'man-in-the-street' to pay attention: "Don't be afraid that you will be just one individual registering dissent. It is *your* country that is being defaced, it belongs to *you* [...]"²⁹⁶

From this movement against subtopia a handful of arguments and points emerged that were present for the next ten years in those groups and individuals advocating the wonders of the dense urban conglomerations such as SPUR, Jane Jacobs, the Smithsons. For example, the idea that buildings should be

²⁹³ Anonymous, "Subtopia: Summing Up," *Architectural Review* 117, no. 702 (June 1955): 451.

²⁹⁴ Ibid.: 452.

²⁹⁵ Ibid.: 453.

²⁹⁶ Ibid.: 451.

replaced by buildings in towns new and old, and not by public parks, "Otherwise, the town centre will rot away, and Letchworth is round the corner [...]"²⁹⁷

Though the *Architectural Review* was far from the first to find such an article necessary as Clough Williams-Ellis had, in 1928, started a very similar fight against the negative built progress England – the author refers solely to that country – was making after the World War I.²⁹⁸

Williams-Ellis was not alone on his crusade, joined by the likes of G M Trevelyn, Hugh Casson, Lionel Brett, and Maynard Keynes, to name a few,²⁹⁹ and also adamantly by Thomas Sharp in *Town and Townscape*. The fight was renewed in the 1950s as nothing had been done to heed the words of Williams-Ellis and his compatriots: "But what, collectively, have we all achieved? Precious little it would seem from the truly horrifying picture now presented by *Counter-attack Against Subtopia*".³⁰⁰

This book, compiled and written in part by Ian Nairn, does not only set out the problems as of subtopia in *Outrage*, describing this medium as "smoothing down the difference between types of environment – town and country, country and suburb, suburb and wild – rather than directly between one town and another. It

²⁹⁷ ———, "Subtopia: Agents," *Architectural Review* 117, no. 702 (June 1955): 381.

²⁹⁸ Williams-Ellis, *England and the Octopus*.

²⁹⁹ Clough Williams-Ellis, "To Hell with Subtopia," *The New Statesman and Nation* 53, no. 1358 (23 March 1957).

³⁰⁰ Ibid.

doesn't deliberately set out to make Glen Shiel look like Helvellyn: it does so in fact by introducing the same overpowering alien elements [...]"³⁰¹

Nairn also broached solutions to a greater degree than before, "becapse [sic], not content with pillorying outrage and denouncing dunderhead delinquents, it marshals an imposing array of relevant statistics and case-book examples, behind a clear-cut programme for reform".³⁰² The two publications in the 1950s, and their predecessors of decades earlier, set the stage, apart from a cleaning up of the townscape in terms of signs and wires, not only for an increased aesthetic of urbanity, but for a consideration of locality in the design process. The fourth entry in *A Plan for Planning* says that "The ultimate object of positive planning is to preserve and intensify the sense of place: the difference between integrating the result of a planning application into the landscape and putting it down on the landscape".³⁰³

The late 1950s saw the picking up of a movement against what had been done to the country in the post-war period: decentralisation, sparse rebuilding, zoning, the standardized condemnation and rebuilding of British city centres, and "slum" clearance. While slab blocks and tower blocks were being built by almost every local authority, groups highlighting the qualities of what remained

³⁰¹ Ian Nairn, *Counter-Attack against Subtopia* (London: Architectural Press, 1957), 355-6.

³⁰² Williams-Ellis, "To Hell with Subtopia."

³⁰³ Nairn, *Counter-Attack against Subtopia*, 431.

of town and city centres were limited. One of these few, the Housing Centre Trust, believed traditional town and city centres were of value, and much more sensitive post-war reconstruction needed to be carried out.³⁰⁴

From the Housing Centre Trust those persons passionately against the removal of people and life from the city of London branched off to form their own group: the Society for the Promotion of Urban Renewal.³⁰⁵ The chairman of this branch was Lionel Brett (later Lord Esher), and the members included Hubert Bennett, Walter Bor, Peter Chamberlin, D Rigby Childs, Sir William Holford, E E Hollamby, Percy Johnson-Marshall, James M Knowles, Miss J G Ledeboer, Arthur Ling, Gordon C Logie, H J Reifenberg, Mrs Muriel Smith, Jack Whittle and Mrs M C Baker.³⁰⁶ Unified, they decided to call themselves the Society for the Promotion of Urban Renewal (SPUR). While seemingly ineffective and easily forgotten, SPUR helped to initiate the wave of pressure for better town centres from the 1950s onwards.

SPUR, before calling an end to itself in 1963, put on an exhibition *Better Towns for Better Living* demonstrating the urban renewal and land use theories the

³⁰⁴ Gold, *The Practice of Modernism: Modern Architects and Urban Transformation 1954-1972*, 94-5.

³⁰⁵ Ibid.

³⁰⁶ SPUR, "Spur 1960 Report," in *A Broken Wave: The Rebuilding of England 1940-1980*, ed. Lionel Esher (London: Allen Lane, 1960), 305.

group encouraged.³⁰⁷ The exhibition was held at the Royal Institute of British Architects in London, and was described by Lord Esher, SPUR chairman, as being 'over-designed'.³⁰⁸ The actions of SPUR seem to be from 1959 onward devoted to the exhibition, after which the group dwindled as policy had from the early 1960s begun to take the ideas of SPUR into mind.³⁰⁹ SPUR, having served its purpose, became obsolete.

However, more easily read and understood is the *SPUR 1960 Report*,³¹⁰ one of the three reports the group was to have published in its five years of life. The writings of SPUR did not simply display their recognition of the town centre as something worth keeping for aesthetic purposes, but went much further in divulging the great depths at which the SPUR members understood the workings of the city. The *SPUR 1960 Report* describes the group's ideas on density as "a town should have a balanced and appropriately related variety of densities than any particular maximum or minimum".³¹¹ For SPUR, density was not the only element requiring mixing; uses, too, needed to be mixed to create the best environments. SPUR supported, "the reintroduction of living quarters into the centre and the dispersal of large offices and some local industry into

³⁰⁷ Gold, *The Practice of Modernism: Modern Architects and Urban Transformation 1954-1972*, 96-7.

³⁰⁸ Lionel Esher, *A Broken Wave: The Rebuilding of England 1940-80* (London: Allen Lane, 1981), 68.

³⁰⁹ However not purely because of SPUR. SPUR's ideas had become mainstream, and the wider community now found worth in town centres and urban renewal became a common lexicon.

³¹⁰ SPUR, "Spur 1960 Report."

³¹¹ *Ibid.*, 306.

what are now the dormitory suburbs".³¹² SPUR's rejection of single land use in favour of multiple land use locates the group as a contemporary of Gordon Cullen and limited other townscapists in Great Britain and Jane Jacobs in America as a select few who recognised mixed land use as one of the key factors of encouraging life in a city.

Jane Jacobs, a journalist and untrained sociologist, wrote her key books about urbanism at the same time that the Society for the Promotion of Urban Renewal was active. Jacobs watched and learned about the mechanics of the city and publicised her ideas on the city's best qualities through the more approachable and widely available routes of mass media rather than SPUR's specialist architectural exhibitions and difficult to find reports.

Jacobs was an editor for the *Architectural Forum* for several years before writing her most well known book, *The Death and Life of Great American Cities*.³¹³ Previous to that, Jacobs worked as a journalist for the government publication *Amerika* which provided information on capitalist America to the Soviet Union, Jacobs in particular writing about the new housing initiatives.³¹⁴ Even earlier then this Jacobs' interest in the workings and politics of housing and the city was already taking shape, shown in several articles for the *American Vogue* in the

³¹² Ibid., 310.

³¹³ Jacobs, *The Death and Life of Great American Cities*.

³¹⁴ Peter L Laurence, "Jane Jacobs before *Death and Life*," *Journal of the Society of Architectural Historians* 66 (1 March 2007): 10.

mid-thirties. Here Jacobs describes scenes of everyday life in some of New York's most unusual areas such as the flower district and the fur district.³¹⁵ This was possibly when Jacobs first thought cohesively about mixed-use development in the city, as the areas she chose to examine for her articles were seemingly mono-functional districts, i.e. the flower district and the fur district, tightly squeezed between other areas but with thriving street lives.

The *Death and Life of Great American Cities* is a result of Jacobs' experiences and observations of the city, primarily New York's Greenwich Village where Jacobs' lived with her family. This neighbourhood, along with two others, were slated as slums, though Jacobs experienced them differently: Greenwich Village, New York; the North End, Boston; and Back-of-Yards, Chicago all housed thriving communities that interacted daily to form thriving communities. Jacobs thought if anything was to be learnt about planning, these neighbourhoods should be looked to.

The five main points Jacobs highlights are density, mixed-use, a variety of ages and conditions of buildings to provide for all social and economic groups, short blocks, and that there can be too much open green space. All of these factors play a part, and not one stands alone to make a lively neighbourhood.

³¹⁵ Jane Butzner [Jacobs], "Where the Fur Flies," *Vogue* 86 (15 November 1935), 103 and "Flowers Come to Town," *Vogue* 89(15 February 1937), 113-4.

Jacobs criticised the low densities of new developments, realising that for many reasons, higher densities were better: higher densities meant local shops were possible, and this in turn meant there was a greater chance of people using the street at different times of the day. The four main elements necessary for a neighbourhood to work are a mixture of 'primary' uses, small blocks, buildings of a variety of ages, and a dense concentration of people, which she set out in *The Life and Death of Great American Cities*. None of these will create a viable living environment individually, but:

In combination, these conditions create effective economic pools of use. Given these four conditions, not all city districts will produce a diversity equivalent to one another. The potential of different districts differ for many reasons; but, given the development of these four conditions (or the best approximation to their full development that can be managed in real life), a city district should be able to realize its best potential, wherever that may lie.³¹⁶

These conditions cannot be applied to the new towns. Situations can be created to mimic those set out by Jacobs – short travelling distances for pedestrians, commercial opportunities for small as well as large firms, compact layouts, and a mixture of uses. This last condition is a question of land use, a fundamental of planning: "We have inherited such a mixed-up jumble of conflicting land and road uses that most of the first attempts at modern town planning were concerned with bringing some sense and order into this confusion".³¹⁷

There are three main grades of planning in terms of function: the zoned plan, the mixture of uses, and mixed-use development. The first, zoning, is the complete

³¹⁶ Jacobs, *The Death and Life of Great American Cities*.

³¹⁷ Walter Bor, *The Making of Cities* (London: Leonard Hill, 1972), 27.

separation of different functions within the plan. The second is not often distinguished from the third, mixed-use development, as both have a variety of functions happening within a neighbourhood, town or city. The two are, however, very different.

A mixture of uses can be seen in most places, including the pedestrianised central shopping areas of the early new towns such as Stevenage, where offices and shops and perhaps even restaurants could be seen standing next to one another. This is different from the third in that each of these establishments, the clothes shop, the teashop, and insurance office, has a strict single use, and shuts at a certain time. Mixed-use development is where a place, be it a school or even a grocery shop, caters to a variety of users, the school being a school but also a place for events in the evenings, the grocery shop being where one buys food, socialises or, as Jane Jacobs describes, where one leaves keys for houseguests.³¹⁸

Mixed-use development does not specifically encourage any double uses. For example, Stevenage town centre is conceivably a mixed-use development: there are shops, offices, and some points of entertainment. Stevenage town centre however lacks the constant liveliness and vibrant atmosphere Jane Jacobs wrote about. Jacobs is one of the first people to have advocated the adoption of the second, a mixture of uses, but a further examination of all three

³¹⁸ Jacobs, *The Death and Life of Great American Cities*, 59-60.

is necessary to understand the attitudes toward land use at the time period relevant to this thesis.

The separation of uses has existed for centuries; as far back, some planning historians would say, as Mesopotamia.³¹⁹ After the Victorian period ended, however, there was a definite push for the segregation of uses in the United Kingdom. Corbusier described zoning in the Athens Charter, which became “the definitive statement of the organization’s [sic] objectives and planning policies”,³²⁰ as:

An operation carried out on the city map with the object of assigning every function and every individual to its rightful place. It is based on necessary differentiations between the various human activities, each of which requires its own specific space: residential quarters, industrial or commercial centers [sic], halls or grounds intended for leisure hours.³²¹

The *Athens Charter* also takes account of the separation of structures from the transportation routes, “the house will never again be fused to the street by a sidewalk”.³²²

The post-war period, while inter-war and pre-war zoning continued as though it was the only way to plan, welcomed a growing interest in the existing towns and cities, as has already been mentioned, by the likes of Thomas Sharp, SPUR, Jane Jacobs, et al. In these movements for increased urbanity mixed-use

³¹⁹ Schumann, “Mixed Use in 20th Century Urban Design,” 1.

³²⁰ Mallgrave, *Modern Architectural Theory: A Historical Survey, 1673-1968*, 355.

³²¹ Corbusier, *The Athens Charter*, 57.

³²² Ibid.

development plays a major role, providing reasons for the foot traffic that make new and old urban centres lively and vibrant.

4.3 Utopianists

The term 'megastructure' is confusing as the definition is not, in terms of twentieth century architectural history, simply a structure of mega size: a megastructure is much more, both physically and functionally. Fumihiko Maki included one definition in his *Investigations of Collective Form* of 1964. Maki was one of the founders of the Metabolists in Japan, a group of megastructuralists. Maki's definition was "a large frame in which all the functions of a city or part of a city are housed",³²³ and he continued that inherent in the megastructure concept was "the suggestion that many and diverse functions may beneficially be concentrated in one place".³²⁴

Ralph Wilcoxon, of the College of Environmental Design at Berkeley University in California, created a bibliography of the megastructure which included another and more precise definition in four parts: firstly that the structure should be assembled of modular units; secondly that the structure should be capable of

³²³ Fumihiko Maki, *Investigations in Collective Form* (Washington: Washington University, School of Architecture, 1964), 8.

³²⁴ Ibid.

“great or even ‘unlimited’ extension”;³²⁵ thirdly that the building in question had, “a structural framework into which smaller structural units (for example, rooms, houses. Or small buildings of other sorts) can be built – or even ‘plugged-in’ or ‘clipped-on’ after having been prefabricated elsewhere; and lastly that the same structural framework is supposed to have a life which extends past that of the small units which it supposedly supports”.³²⁶

By combining these two definitions one can establish the aims of the megastructuralists: an everlasting structure of mega proportions, containing all the functions needed by city dwellers but sufficiently flexible and extendable to incorporate and adapt to the needs of future city dwellers. The megastructuralists also sought to, as Ruth Eaton wrote in her book *Ideal Cities*, “provide for greater flexibility and freedom for the citizen”,³²⁷ the individual being made once again importance by having a say in how they used architecture.

To better explain what a megastructure is, some historic examples: Reyner Banham uses Le Corbusier’s *Projet ‘A’*, *Fort l’Empereur* as the earliest example from recent history. Corb’s building is a frame, almost a bookshelf, of massive proportions, which provides a plot for people to construct their own house in

³²⁵ Wilcoxon, Ralph, *Council of Planning Librarians Exchange Bibliography* (Monticello, III), 66, 1968, 2, quoted in Banham, *Megastructure: Urban Futures of the Recent Past*, 8.

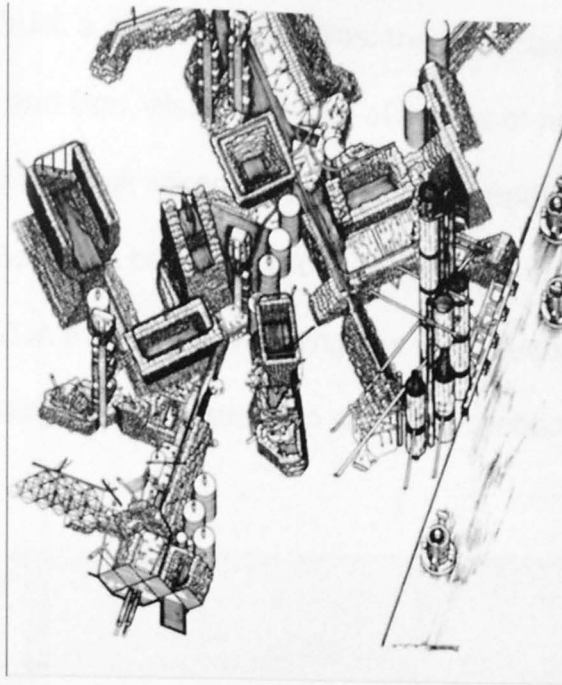
³²⁶ Ibid.

³²⁷ Ruth Eaton, *Ideal Cities: Utopianism and the (Un)Built Environment* (London: Thames & Hudson Ltd, 2002).

whatever style so desired. There is an earlier and perhaps even more explanatory example from recent history however: the skyscraper. The skyscraper, by most seen as a residential structure or perhaps full of offices, was when originally conceived megastructural (megastructural and not 'a megastructure' as not every skyscraper, and indeed this example, fits the definition, but incorporates many aspects).

The idea of the skyscraper was created to multiply the footprint of a building, going as high into the sky as the most modern technology would allow while keeping one foot on the ground without occupying any more valuable land than necessary. The 1909 theorem from Life magazine, which Rem Koolhaas used to explain the skyscraper in his work *Delirious New York*,³²⁸ also exhibits the megastructure qualities of the skyscraper.

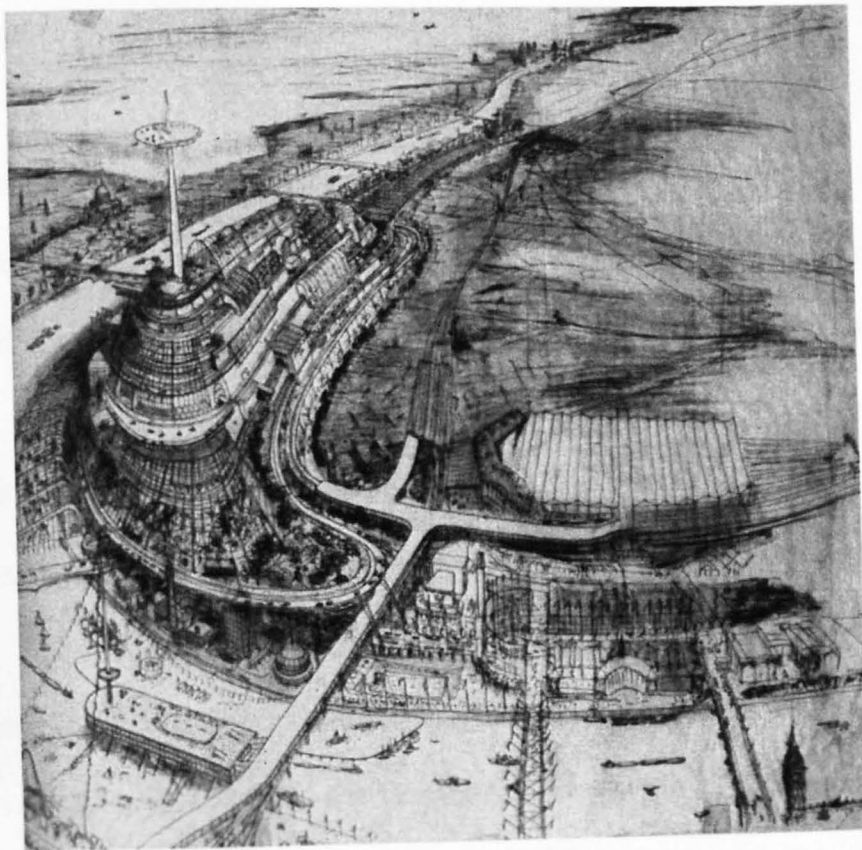
³²⁸ Rem Koolhaas, *Delirious New York* (New York: Monacelli Press, 1994).



**Figure 13 The Plug-In City by Peter Cook/Archigram
(Banham, *Megastructure*, London, 1976, p 95)**

A more English example is the plug-in city by Peter Cook and the rest of his team at Archigram (figure 13). In this example residential units - which can also be used as commercial units - are plugged into an extendable and flexible frame, all of which occurs around moveable office towers. Misha Black designed a fun palace for the South Bank in London just after World War II (figure 14). This massive structure was to stretch from Westminster Bridge to Blackfriars Bridge, and incorporated a heliport, a feature Geoffrey Copcutt was to include in most of his brutalist projects. Sergei Kadleigh and Peter Horsburgh's design for High Paddington of 1952, a town for 8000 people, contained in three multifunctional towers on a raised platform above railway lines in London, embodied this high-density urban environment on a massive

scale.³²⁹ While not built, a similar project was: the Barbican in London by Chamberlin, Powell and Bon, also consisting of towers of housing with other uses in separate buildings all linked with a pedestrian podium. Though construction of the Barbican began in 1965, Chamberlin, Powell and Bon's design was accepted in the 1950s, meaning it is very much a part of this early phase of complex design and construction with an inclination for mixed-use development.³³⁰



**Figure 14 Misha Black's South Bank design, drawn by Hilton Wright
(*The Ambassador*, August 1946, p 78-9)**

³²⁹ Sergei Kadleigh, *High Paddington: A Town for 8000 People* (London: Architect & Building News, 1952).

³³⁰ Andrew Higgott, *Mediating Modernism* (Oxon: Routledge, 2007), 9.

While few, if any, megastructures were actually built, the megastructure idea had two lasting effects: the multi-functional complex became much more common and the image of a mass of structures piled on top of one another also made an impact, at least into the 1970s. One of the earlier practitioners of megastructural principles, before such a building type was recognised, was Ralph Erskine, who combined uses into buildings, as well as creating whole, interlinking towns.

Another side existed in this push for urbanity: this was much more radical, lying in the world of the utopian unreal. The megastructuralists, with their hyper-density, mixed-use complexes are not far from the ideas of Team 10 and its members. There is even blurring in some cases, when members of Team 10, Ralph Erskine for example, created megastructures that fulfilled the qualifying characteristics of both.

Ralph Erskine was a trained architect and town planner who spent the majority of his working life in Sweden in the thirties a model of the welfare state. While very much influenced by the garden city idea, Erskine did not build, as many garden city enthusiasts did, a 'neighbourhood unit' for an incoming community, he worked with the community to build a neighbourhood they could live and grow in. Erskine broke many moulds in planning and architecture, though his

works are so subtly different that they are not distinguished as being groundbreaking.

While in Sweden Erskine developed an interest in ecology and life in extreme climates, specifically the arctic climate.³³¹ With this in mind, he carried out a number of research and design projects on creating communities in such environments, including the examination of the traditional building techniques of the Laps and Eskimos.³³² Taking part in a course on building igloos, and studying the *kåta* of the Lapp, Erskine developed a principle that stayed with him throughout his life: buildings, and so architecture, are shelters from the climate.³³³ Though he knew that the methods of the Lapp and the Eskimo would not suit anything other than the individual traditional houses, he none the less was able to put some ideas into practice using modern techniques, not least the simple idea of shelter.³³⁴ Geoffrey Copcutt, as will be seen (see pages 315-6) also necessarily paid attention to the climate for which he was building.

During the 1940s and early 1950s Erskine created a number of housing projects, hotels, and factories all for their specific environment. The first project

³³¹ Gijs de Wall, "Otterlo 1959, the End of Ciam: Ecological Arctic Town, 1958 Ralph Erskine," in *Team 10: In Search on the Present 1953-81*, ed. Dirk van den Heuval and Max Risselada (Rotterdam: NAI Publishers, 2005), 72.

³³² Mats Egelius, *Ralph Erskine, Architect* (Stockholm: Byggeförlaget, 1990), 67-8.

³³³ Jill Lever, "Interview with Erskine, Ralph. (6 of 14). National Life Story Collection: Architects' Lives," (British Library Archival Sound Recording: 23-4 January 1997). and Egelius, *Ralph Erskine, Architect*, 68.

³³⁴ Wall, "Otterlo 1959, the End of Ciam: Ecological Arctic Town, 1958 Ralph Erskine," 72.

of relevance to the thesis is the town centre building Erskine designed for Luleå in the north of Sweden, a regional town to where many people make journeys of over 200 miles to shop.³³⁵ The indoor shopping precinct, which occupies only a very small part of an existing city centre, was completed in 1954 (figure 15).

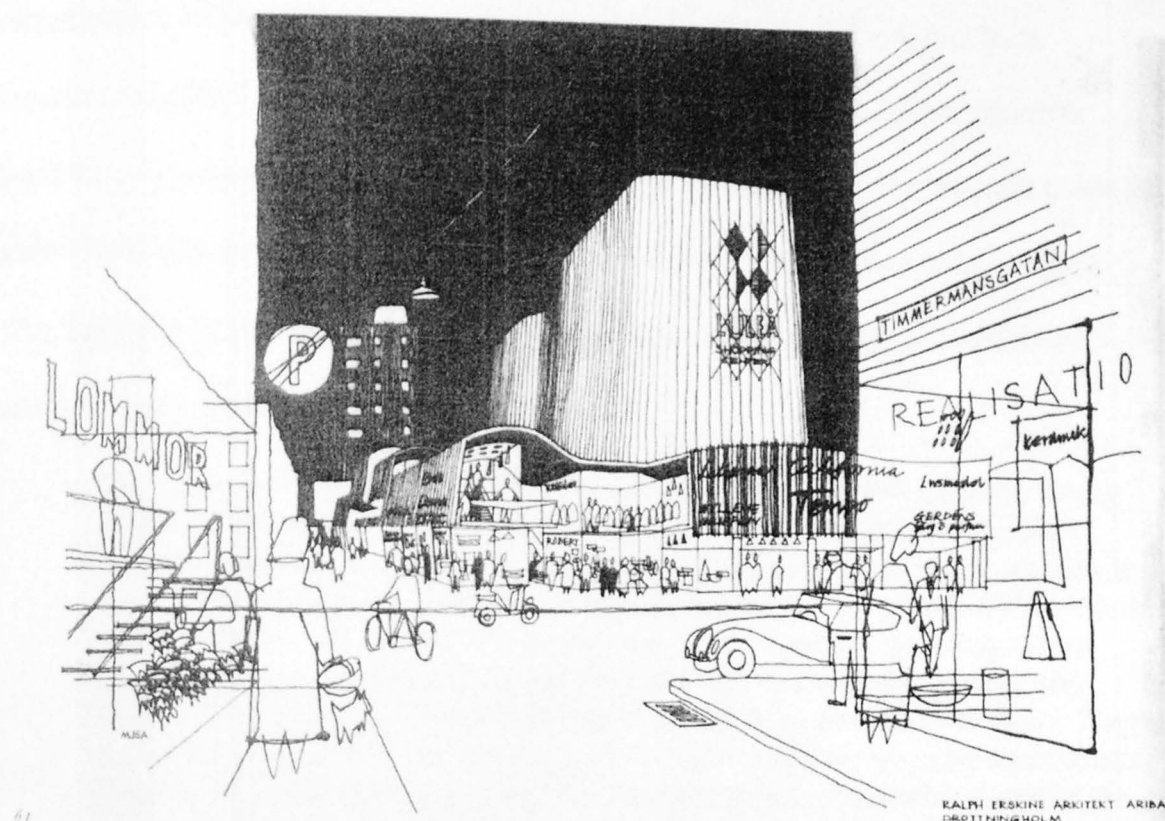


Figure 15 Drawing of the Luleå Shopping Centre by Ralph Erskine, 1954
(Collymore, *Architecture of Ralph Erskine*, London, 1994, p 65)

An important feature of this town centre complex was the fact that its location was in an existing and stable town centre located in a sub-arctic climate.

Luleå's new shopping centre building was to be placed at the junction of the town's two main shopping streets in order to be a big part of the city's life. Along

³³⁵ Ralph Erskine, "Shopping Centre, Lulea, Sweden," *Architect and Building News* (1962): 449.

with this, the shopping centre was given amusement and cultural functions as well to entertain long distance visitors after shopping hours.³³⁶

Erskine, in fact, thought the street very important. The street was, he recognised, where life happens, though Erskine recognised the fact that however stable the weather in the Arctic Circle, there was a vast difference between the street usage of summer and that of winter.³³⁷ To combat the winter abandonment of street life in favour of more comfortable indoor areas (figure 16), the streets of the city were, “drawn into the building through a warm air curtain”, and continued as:

[A] system of ‘lanes’ and ‘squares’ with varying character, selling partly direct to the public through open fronts, cafés and restaurants with ‘outside’ tables on the lanes, a cinema opening from the main square, a ‘roof terrace; with service shops, beauty parlours and so on- all the life of a city centre. Dances and religious meetings, fashion parades, sales drives and art exhibitions, follow one another in the main square and there the people of Luleå meet one another, talk, and drink coffee. There is no doubt that this had already, after a few months, become the central square of Luleå, giving possibilities in its artificial climate for a social life which has hitherto been impossible during the long dark winter in the north, and hardly possible in its often chilly summer.³³⁸

³³⁶ Ibid.: 447.

³³⁷ Lever, "Interview with Erskine, Ralph. (6 of 14). National Life Story Collection: Architects' Lives."

³³⁸ Erskine, "Shopping Centre, Lulea, Sweden," 447.



Figure 16 Interior of the Luleå Shopping Centre
(Collymore, *Architecture of Ralph Erskine*, London, 1994, p 66)

At Luleå the pedestrian ways are incorporated in the structure instead of being completely separate entities as would be the case in climates of not so extreme conditions.³³⁹ This makes the centre more of a covered version of what would have previously existed, rather than a separate and enclosed space. This public space, extremely important for a lively town centre, is made part of the whole town centre experience, or as Ralph Erskine puts it, “climatic protection is extended outside the building, and included the public streets and meeting

³³⁹ Ibid.: 445.

places".³⁴⁰ Even the connections to the intended secondary units were to be covered.³⁴¹

Also within the Luleå town centre buildings, access to the top storeys, which would contain offices, hotels or other functions, would be through the shopping centre,³⁴² which would hint at the shopping centre being open all day, even if the shops were shut. If the 'city' type flats Erskine intended, included in the scheme in 1962,³⁴³ were completed there would be a need for at least part of the building to remain open. This is also suggested by Erskine's belief that with the Luleå town centre building he drew the streets of the city "into the buildings through a warm air curtain".³⁴⁴ However there is a problem with the street being a part of a shopping centre, a point which Erskine himself referred to in 1997. The street in a shopping centre will never be the purely public place maintained by informal social control; all space encompassed by the shopping centre belongs to somebody, and is maintained formally by people engaged specifically for that duty.³⁴⁵

³⁴⁰ Ibid.

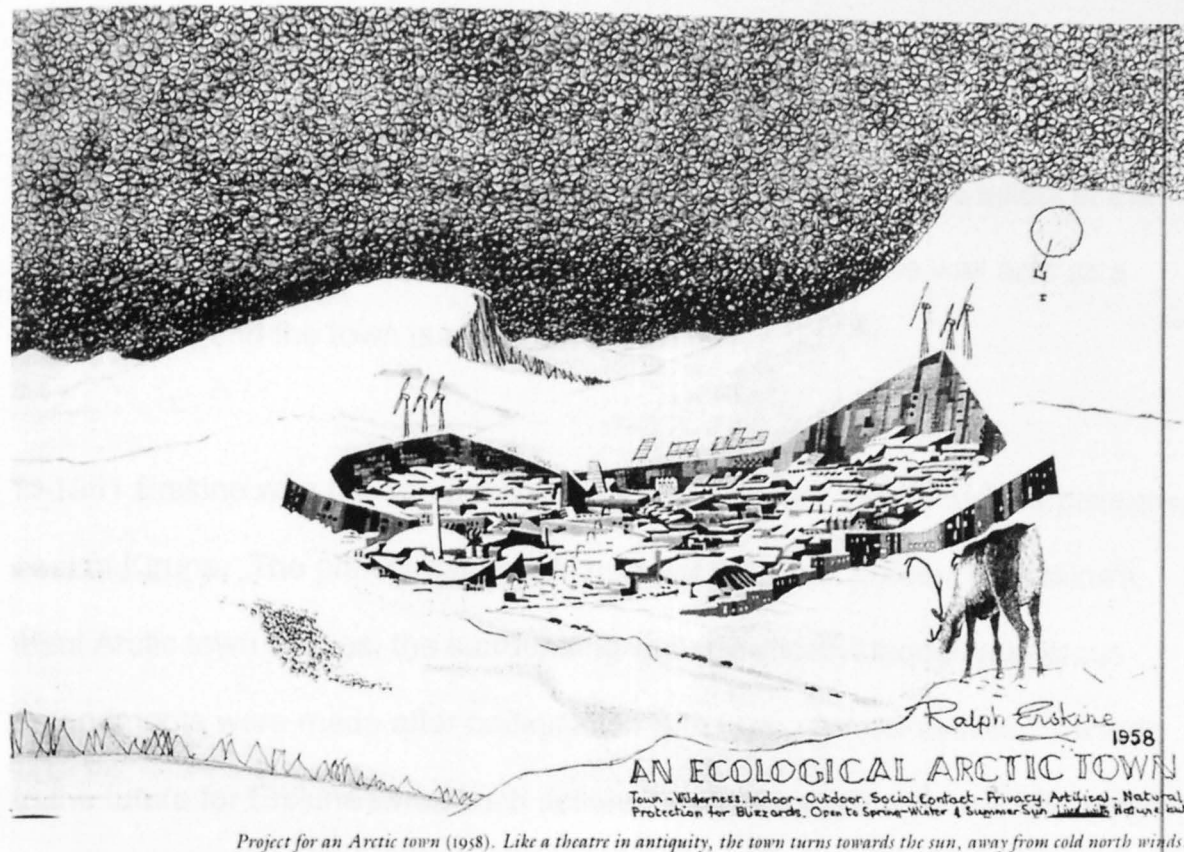
³⁴¹ Ibid.

³⁴² Ibid.: 447.

³⁴³ Ibid.: 449.

³⁴⁴ Ibid.: 447.

³⁴⁵ Lever, "Interview with Erskine, Ralph. (6 of 14). National Life Story Collection: Architects' Lives."



Project for an Arctic town (1958). Like a theatre in antiquity, the town turns towards the sun, away from cold north winds.

Figure 17 An Ecological Arctic Town by Ralph Erskine, 1958
(Egelius, *Ralph Erskine, Architect*, Stockholm, 1990, p 67)

After Luleå, Erskine's office did not have much work.³⁴⁶ Erskine was far from daunted however and began his researching for perhaps never to be commissioned projects. The fascination in building for the climate described on page 159 constituted his main focus at this time; Erskine worked on a new town perfectly suitable for Arctic conditions. What he created (figure 17) was a beautiful settlement sheltered from and surrounded by snow. The town was given optimum orientation on the middle of a south-east slope, to be a suntrap

³⁴⁶ Egelius, *Ralph Erskine, Architect*, 67.

even in the winter months, to avoid the harsher winds further up the slope, and the cold winds in the valley.³⁴⁷ The form of the buildings helps these considerations: the wall of buildings that encompass the town are tallest at the highest point on the slope and shortest at the lowest point, the wall acts as a wind barrier, and the town is compact.³⁴⁸

In 1961 Erskine won the competition to design a miners' village at Svappavaara, east of Kiruna. The plan comprised of many of the ideas present in Erskine's ideal Arctic town studies, the surrounding wall specifically, though numerous amendments were made after consultation with town representatives,³⁴⁹ a look to the future for Erskine when such actions became a regular part of his design process. The facilities provided were all to be covered, a necessity for winter in such regions. The residential wall of the Svappavaara plan had four storeys and importantly protected the town from north winds,³⁵⁰ similar to the plan for the wall of housing that was to surround the town centre at Cumbernauld (see page 320). What was built completely differed from Erskine's plans: only the wall was erected with a handful of cottages. No amenities were constructed, apart from a school, leaving the new residents truly stuck in the middle of a very snowy nowhere.³⁵¹

³⁴⁷ Ibid., 69.

³⁴⁸ Ibid.

³⁴⁹ Egelius, *Ralph Erskine, Architect*, 77.

³⁵⁰ Ibid.

³⁵¹ Wall, "Otterlo 1959, the End of Ciam: Ecological Arctic Town, 1958 Ralph Erskine," 72.

While Erskine's town creations for the Arctic region seem futuristic and at some points outlandish, the buildings were realistic and solved definite problems without being garnished with not needed layers. Erskine was a pragmatist, providing well-considered houses with the help of future inhabitants. Erskine fits as well with the utopian section of this study as he would with the reformists. He reformed house building by studying the actual conditions of a proposed site, but aimed for a utopia where climatic conditions could be met head on by his curved corners and covered town centres, most of which were never built. Erskine gave a talk on his Arctic towns to Team 10 in 1958, and from then became a member of the Team 10 family.

Sweden was in inspiration for many architects and planners in the UK, as well as having been influenced by British planning models.³⁵² Due to shortages in modern building supplies there was something of a traditional revolution in Swedish architecture after World War II in terms of materials and form,³⁵³ helped in no part by Leif Reinius. Reinius was "the spokesman for a more human, freer, less dogmatic Modernism with more room for sensualism", taking inspiration not from Le Corbusier but from Frank Lloyd Wright.³⁵⁴ This sets up the dualism that existed in the UK of being party to one or another camp: Roy

³⁵² Eva Rudberg, "Utopia of the Everyday: Swedish and Un-Swedish in the Architecture of Functionalism," in *Utopia and Reality - Modernity in Sweden 1900-1960*, ed. Cecilia Widenheim (London: Yale UP, 2002), 166.

³⁵³ Ibid., 166-7.

³⁵⁴ Ibid., 166.

Hunter recognised the two unofficial teams of support based on the type of Modernism by which one was inspired, saying he clearly belonged to the Scandinavian side.³⁵⁵

The teams existed in Sweden itself however, with those criticising the more traditional movement of the immediate post-war period as being “emergency architecture”, and turning instead to the brutalism of Corbusier.³⁵⁶ New Empiricism emerged, thanks to the *Architectural Review* in 1947, which said that it was, “an architecture that was based on experience and practical knowledge, partly on Swedish studies of housing functions and habits, and partly, which was emphasised in the debate in England, on the domestic artisanal tradition”.³⁵⁷ Reinius inspired many of the CDC employees, and his new town centre for Vällingby was even visited by Cumbernauld architects and planners in 1957.

SECTION 5 CONCLUSIONS

While the end of World War II brought an altered world, the real changes in architecture were not truly instigated, asked for or made until the 1950s. It was

³⁵⁵ Miles Glendinning, Jessica Taylor and Diane Watters, “Interview with Roy Hunter” (Edinburgh: 20 November 2007).

³⁵⁶ Rudberg, “Utopia of the Everyday: Swedish and Un-Swedish in the Architecture of Functionalism,” 170.

³⁵⁷ Eva Rudberg, “Building the Welfare of the Folkhemmet 1940-60,” in *20th-Century Architecture Sweden*, ed. Jöran Lindvall Claes Caldenby, Wilfried Wang (Munich: Prestel), 127.

in this decade that the avant-garde re-appeared as a force, and different sides were contending as to what future cities would be: necessary or unnecessary, urban settlements or decentralised regions, or based on history or from the future.

The two trends in architectural reform are either based on the existing, traditional town, as in the case of the townscapists, Jane Jacobs, and Thomas Sharp, or very futuristic as in the case of the megastructuralists or Ralph Erskine. Each group, however, had much in common, in their focus on making lively cities, towns and neighbourhoods with plenty to see and do in a reasonably close distance, and where communities could grow with all their needs catered for.

The ideas of the reformers discussed in this chapter were never kept secret, buried in scarcely available journals. Each, from the Gordon Cullen to the architects of High Paddington, was well published in widely available architectural journals, and while not becoming commonplace by the 1960s, their ideas were at least becoming familiar and infiltrating designs throughout Europe and beyond, and each is reflected in the plan for Cumbernauld.

PART 3

With the turmoil of the designation process over, Cumbernauld was ready to be planned and built. By designation several ideas had already been thrown around. The following six chapters document this process, beginning with the earliest plans by the DHS and the CDC, and continuing through the construction of the town and finishing in the late 1970s, when the final form as can be seen today was settled. The final chapter in this part of the thesis will analyze the development of the plan while summarising the ideas that were combined to form a town. Throughout this part the fiches can be consulted as evidence to substantiate the difference between the town as envisioned and the town that exists.

CHAPTER 5 THE DESIGNATION

SECTION 1 INTRODUCTION

When, in the 1950s, the new town programme was continued it is no wonder that something new was to be attempted with groups such as those mentioned in the previous chapter. Cumbernauld was the outcome of this push for alternative responses to the creation of environments that were more than just habitable. Before looking at the Cumbernauld plan it is important to briefly examine why the government chose to build more new towns, and how this came about in Scotland. Christopher Carter and Michael Keating, who see Cumbernauld as unique in being designated when policy was averse to new towns, have heavily covered the topic of designation, and so will be drawn upon many times in this chapter.

This chapter also covers the actual designation of Cumbernauld including the factors that went into choosing the site, the set up of the CDC, and the people involved in the early years of its conception. While the policy behind new town designation is heavily covered elsewhere, and will be so here again as to not leave any gaps in this history, the choice of site for this fifteenth new town is extremely important to the town's form. The factors of the chosen location, combined with the employment of the Chief Architect and Planning Officer, Hugh Wilson (later Sir Hugh), and his early employees, created a fixed image of the

new town that has rarely been questioned, even though there have been many changes to the initial concept. Where the early employees came from in terms of their background and principles is important in understanding the original town concepts.

SECTION 2 POLITICAL ORIGINS

2.1 Glasgow Politics - 1950s

East Kilbride was very much opposed by the Glasgow Corporation, who went so far as to refuse an overspill agreement with the new town, thus removing its 'raison d'être'.³⁵⁸ Despite this, East Kilbride was designated in May 1947, followed by Glenrothes in 1948. Glenrothes was not designated for the purposes of rehousing an overspill population, but to provide accommodation for mineworkers. East Kilbride was to house Glaswegians. The turbulence that East Kilbride was designated in spite of did not evaporate once the new town was built; Glasgow remained against new towns in general.

The *Clyde Valley Regional Plan* had few admirers in the Glasgow Corporation, the plan's proposals of new towns being equally disliked. The Glasgow

³⁵⁸ Carter, *The Designation of Cumbernauld New Town: A Case Study of Central-Local Government Relationships in Scotland During the 1950s*, 4.

Corporation “never accepted the Plan’s main recommendation that the city’s problems of population congestion and housing squalor could only be solved on a regional scale”,³⁵⁹ and indeed the Secretary of State for Scotland did and instead felt it was possible to house Glaswegians on Glasgow land, by high-density infill housing construction and occasionally foraying into the land gained in the pre-war boundary extension, despite having been earmarked as green belt, with housing estates as in the case of Castlemilk, Easterhouse and Drumchapel.³⁶⁰ Such development was part of the plan set out by Robert Bruce, City Engineer for Glasgow, in 1945, along with a proposal for widespread highway construction within the city borders.

Bruce’s plan, while shocking in its futuristic elements – i.e. preparing the city for the common use of the helicopter and a hybrid car-plane – was only partially incorporated in the Development Plan for Glasgow. The omissions led to Bruce’s resignation in 1951, which in turn led to administrative reorganisation in the Glasgow Corporation: The new City Architect, A G Jury, who would go on to sympathise much more with overspill than Bruce ever did, was to reign over both planning and architecture.³⁶¹ Before Jury, future new towns had been ruled out. The opposition of the Glasgow Corporation combined with the economic crisis being suffered in the early 1950s and James Stuart becoming Secretary of

³⁵⁹ Ibid.

³⁶⁰ Keating, *The City That Refused to Die: Glasgow, the Politics of Urban Regeneration*, 21.

³⁶¹ Ibid., 22.

State for Scotland in 1951 meant no new towns were to be designated in Scotland under Labour.³⁶²

Winston Churchill, the Conservative party leader, was re-elected in the General Election of 1951. The Conservatives considered new towns a much too expensive answer in solving the housing problems of urban areas, including Glasgow, and therefore stopped the policy.³⁶³ The existing new towns were allowed to continue their development despite the Treasury's opposition, and Harold Macmillan, then the Housing Minister, promised there would be no more new towns designated. The new Conservative Chancellor of the Exchequer under Churchill was Richard Austen Butler.³⁶⁴

Butler also thought no more welfare based new towns should be designated,³⁶⁵ significant in that a new town could not be designated without permission from the national government, and the Treasury. The Secretary of State for Scotland at the time did not help matters by being so uninterested in the new town question as to state in Parliament that "we have no particular overspill problem

³⁶² Carter, "Policy-Making and the Scottish Office: The Designation of Cumbernauld New Town," 394.

³⁶³ Christopher and Michael Keating Carter, "The Designation of Cumbernauld New Town: A Case Study of Central-Local Government Relationships in Scotland During the 1950s," in *The Working Paper Series* (Milton Keynes: The Open University, 1986), 5.

³⁶⁴ Ibid.

³⁶⁵ Ibid.

in Scotland",³⁶⁶ though on being questioned further his lack of information to back up whether or not Scotland did or did not have an overspill problem is clear, Stuart ending with, "The Clyde Valley Regional Planning Advisory Committee has dealt with, and is considering at the present time, the problems of the Clyde".³⁶⁷

A G Jury, Director of Planning and City Architect for Glasgow from Bruce's resignation in 1951, wrote his own report on the future of the city in 1952, he found that 135,000 new houses would be needed, and that these should be houses in open space and not flatted tenements.³⁶⁸ This, along with the inquiry into the Glasgow Corporation's Development Plan, made waves.

The inquiry took place in 1953, and the Glasgow Corporation could not put forward a solid argument for high-density building without an overspill plan. The inquiry resulted in the Glasgow Corporation beginning to give way in terms of overspill, but with no definite agreement arranged. Carter and Keating wrote that the Glasgow Corporation might already have doubted their commitment to keeping the population within the city boundaries.³⁶⁹ The 1951 census, showing Glasgow's overcrowding problem to be the worst of any city in Great Britain,

³⁶⁶ House of Commons Debate, "Town Development Act, 1952," (Hansard, 18 November 1952).

³⁶⁷ Ibid.

³⁶⁸ Keating, *The City That Refused to Die: Glasgow, the Politics of Urban Regeneration*, 22.

³⁶⁹ Carter, *The Designation of Cumbernauld New Town: A Case Study of Central-Local Government Relationships in Scotland During the 1950s*, 8.

reiterated the need for urgency. By 1953 the Secretary of State and Glasgow Corporation were sufficiently convinced to reconvene the Clyde Valley Regional Planning Advisory Committee.³⁷⁰

SECTION 3 THE DHS AND DESIGNATION

3.1 Reconvening the CVRPAC

Only in 1953 after six years of non-action did the Secretary of State for Scotland³⁷¹ find the resuscitation of the Clyde Valley Regional Planning Advisory Committee necessary.³⁷² The Committee was to have a total of fifty-one members from different local authorities of the Clyde Valley; Even though the Clyde Valley Regional Planning Advisory Committee was to find solutions to the overcrowding and the lack of housing in Glasgow, the Glasgow Corporation was to provide only ten members.³⁷³ While the Glasgow Corporation was to be represented by just less than a fifth of the CVRPAC's members, the Corporation

³⁷⁰ Ibid., 9.

³⁷¹ SDD, "Precis of the History and Development of Cumbernauld New Town [NAS DD 12/3372]," ed. Scottish Development Department (Edinburgh: Scottish Development Department, 1970).

³⁷² DHS, "Post-War Planning: Regional Planning Committees: Clyde Area: Reconstitution of the Clyde Valley Regional Planning Committee: Note for Commander Galbraith [NAS DD 12/34]," ed. Scottish Development Department (Edinburgh: Scottish Development Department, 22 January 1952).

³⁷³ Ibid.

was to pay a quarter of the Committee's expenses.³⁷⁴ The other local authorities to be included are Dunbarton, Lanark, Renfrew, and Stirling.³⁷⁵

The CVRPAC worked on the scale of overspill, and how quickly the Glaswegians could be housed. Their first interim report of August 1953 agreed with the Clyde Valley Regional Plan in that the number of people requiring re-housing could be as high as 300,000 people, and also suggested Cumbernauld as a site for development. Sir Robert Grieve and his team at the DHS moved swiftly to examine the proposed site, finding it acceptable, despite the topography and the ground works that had taken place: these would have to be considered, thought Grieve, when drawing up the designation area.³⁷⁶

3.2 Other Site Options

Though Cumbernauld was being considered as a possible site for a new town as early as 1946 to a greater degree than the other locations listed in the Clyde Valley Regional Plan - Cumbernauld was "suggested" as a location for the new town and Houston was merely referred to as a "possibility" as a site for a very

³⁷⁴ Ibid.

³⁷⁵ Ibid.

³⁷⁶ Carter, *The Designation of Cumbernauld New Town: A Case Study of Central-Local Government Relationships in Scotland During the 1950s*, 10.

large new town, depending on the relocation of the Steel Industry³⁷⁷ - the other options were reconsidered by the reconstituted CRRPAC. In April of 1954 the CVRPAC recommended a new town for 50,000 people (the majority of those to be former Glasgow residents) at Cumbernauld, to be acquired under the New Towns Act 1946.³⁷⁸

The newly revived Clyde Valley Regional Planning Advisory Committee was told by the then Department of Health for Scotland to consider and report, with haste, on what was necessary to secure sites outside Glasgow to meet the City's housing needs.³⁷⁹ Alex Kerr, an assistant architect for the Cumbernauld Development Corporation and later head of New Towns at the Scottish Development Department, recalled that the first choice site for the fifteenth new town was Houston in Renfrewshire.³⁸⁰ Anthony Woodburn, Secretary of State for Scotland from 1947 to 1950, wished for the second Scottish new town to be located at Houston, but his attempts to make this happen came to nothing.³⁸¹

³⁷⁷ Clyde Valley Regional Planning Advisory Committee, "Summary of Regional Report (Subject to Revision)," ed. Department of Health For Scotland [NAS DD12/34] Clyde Valley Regional Planning Advisory Committee (Edinburgh: SDD, March 1946).

³⁷⁸ SDD, "Precis of the History and Development of Cumbernauld New Town [NAS DD 12/3372]."

³⁷⁹ Ibid.

³⁸⁰ Jessica Taylor, "Interview with Alex Kerr," (Edinburgh: 4 September 2007).

³⁸¹ Farmer, "Housing, Population and Decentralisation," 49.

Hector McNeil, MP for Greenock, replaced Woodburn as Secretary of State in the general election of 1950.³⁸² As the potential new town of Houston would have become home to Greenock overspill, McNeil did not look kindly upon losing the citizens of his constituency and more so the fees they paid.³⁸³ Houston was thus quashed as a new town for 30,000 people due to Hector McNeil's interference combined with opposition from members of the Greenock Corporation.³⁸⁴

Brigadier Cowan recalled a Department of Health for Scotland document found in the library of his predecessor as General Manager of the Cumbernauld Development Corporation on the possible sites for the third Scottish new town: the three localities considered were Erskine, the Grangemouth Flats and Cumbernauld,³⁸⁵ but this document can not be found, so whether the other two sites of Erskine and Grangemouth were considered is unknown.

Cumbernauld was accepted unanimously by eighteen local authorities represented on the CVRPAC and by local authorities directly concerned including the Glasgow Corporation and the County Councils of Lanark and Dunbarton.³⁸⁶ This led to the Draft Designation Order for Cumbernauld New

³⁸² Ibid.

³⁸³ Ibid.

³⁸⁴ Anonymous, "New Town Abandoned," *The Builder* (5 May 1950).

³⁸⁵ Taylor, "Interview with Brigadier Colin H Cowan."

³⁸⁶ SDD, "Reasons for Proposal [NAS DD 12/3372]," ed. SDD (Edinburgh: HMSO?).

Town in 1955, and Designation Order in 1956 which set the target population at 50,000.³⁸⁷

3.3 Specifics of the Site

On 9 December 1955 the Designation Order was drafted for Cumbernauld New Town. Two months later, on 15 February 1956, the Cumbernauld New Town Development Corporation was established under the New Town (Cumbernauld) (Development Corporation) Order.³⁸⁸ The designated area was to comprise a triangular area covering approximately 4,150 acres to the north-east of Glasgow, about five miles long and two miles wide (figure 18).³⁸⁹

³⁸⁷ CDC, "Proposals for Town Extension [NAS DD 12/3372]," (Cumbernauld: CDC, 1970).

³⁸⁸ SDD, "New Towns Handbook," (Edinburgh: [1986]).

³⁸⁹ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," (Cumbernauld: 1958), 4.



Figure 18 Cumbernauld designated area
(Copcutt, *Architects' Year Book XI*, 1965, p 234)

The designated area was part of the County of Dunbarton, and encompassed the parish of Cumbernauld. Two existing villages were also included in the designated area: that of Cumbernauld Village, and Condorrat to its south-west. While Condorrat dates from the 17th century, the Village dates back to the Roman period, and both contain a number of historic buildings: Condorrat – a long house and weaving cottages, Cumbernauld Village – a historic high street with a number of churches (figures 19 and 20).

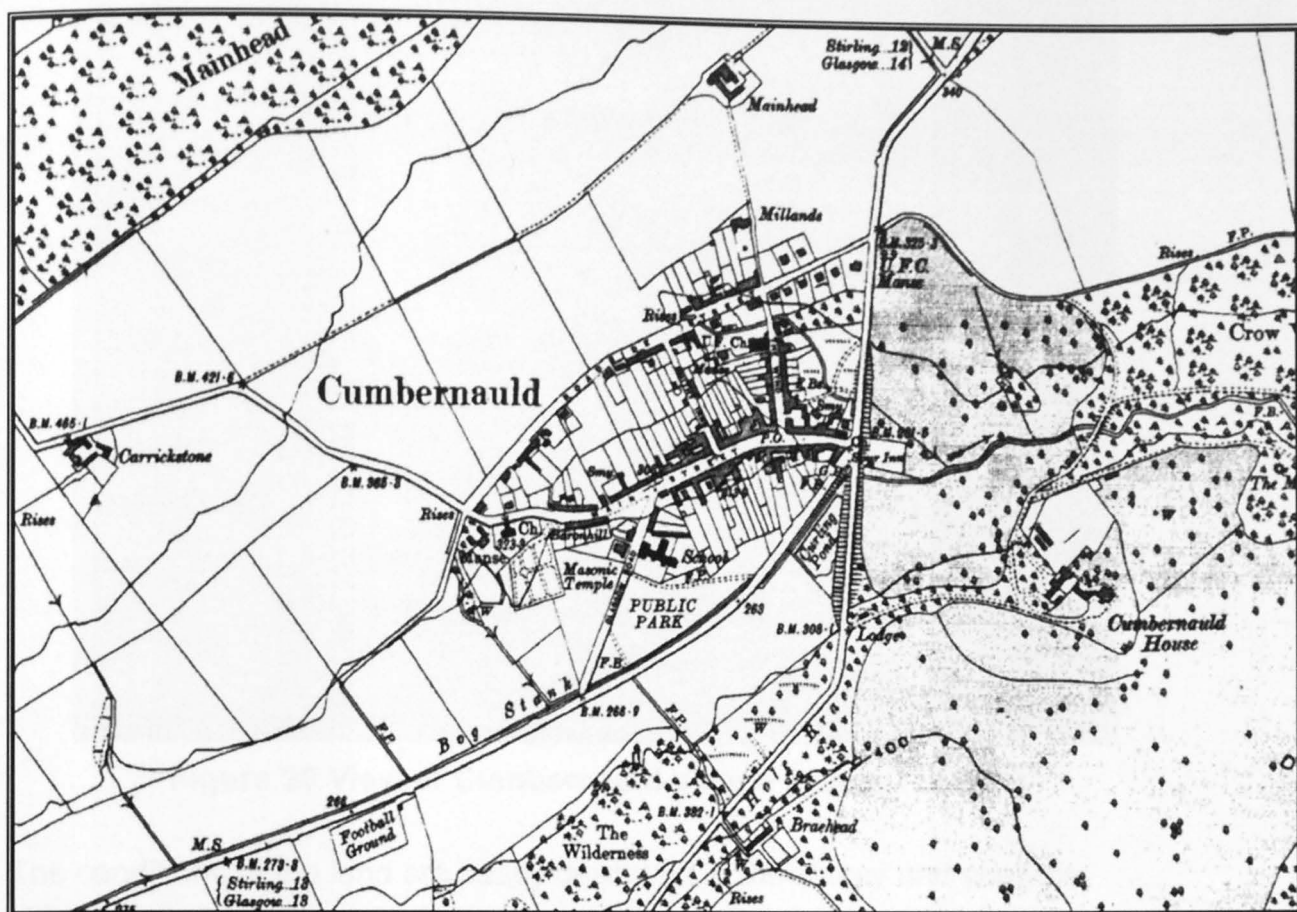


Figure 19 Map of Cumbernauld Village (1922)
 © Crown Copyright and Landmark Information Group Limited (2010).
 All rights reserved. (1922)



Figure 20 View of Cumbernauld Village (NLA UT188/23)

The conditions of the land are neatly described in the survey and analysis section of the *Preliminary Planning Proposals*, mentioning such factors as the prevailing south-west winds; the existing barriers of the glens, railways and roads; and conditions of the surface deposits and quarries.³⁹⁰ The last of these played some role in the position of the town within the designated area: with a coalfield located in the south-western part of the area and fireclay reserves to the east of the site the land available for development was constrained.³⁹¹

James Latimer recollected seeing a number of transparencies when choosing the site for the new town: "One transparency would show the mining, another

³⁹⁰ Ibid., 4-6.

³⁹¹ ———, "Cumbernauld Development Corporation First Report (16 February 1956 to 31 March 1957)," in *New Towns Annual Report* (Edinburgh: HMSO, 31 March 1957), 11.

transparency would show agricultural land, another transparency would show quarries, water, and these were all put on top of each other and eventually they finished up with this piece of land that was Cumbernauld".³⁹² Quite soon after designation the limited land available became one of the reasons to substantiate the higher density housing in the new town.

The single most significant feature of the site was its topography (figure 21). Lying at the centre of the designated area was a hogsback hill approximately one mile wide and two and one half miles long, running from north-east to south-west.³⁹³ The eastern slope of this hill offered relatively steep slopes while that to the west were more gradual. Such a feature, providing unobstructed views of the surrounding countryside with the Kilsyth Hills and the Campsies to the north-west and the Ochill Hills to the north-east, was to play a large role in the planning of the site.

³⁹² Jessica Taylor, "Interview with Jim Latimer," (Edinburgh: 2008).

³⁹³ CDC, "Draft for Cumbernauld Handbook," in *Derek Lyddon's Files* (Cumbernauld: 26 March 1963).

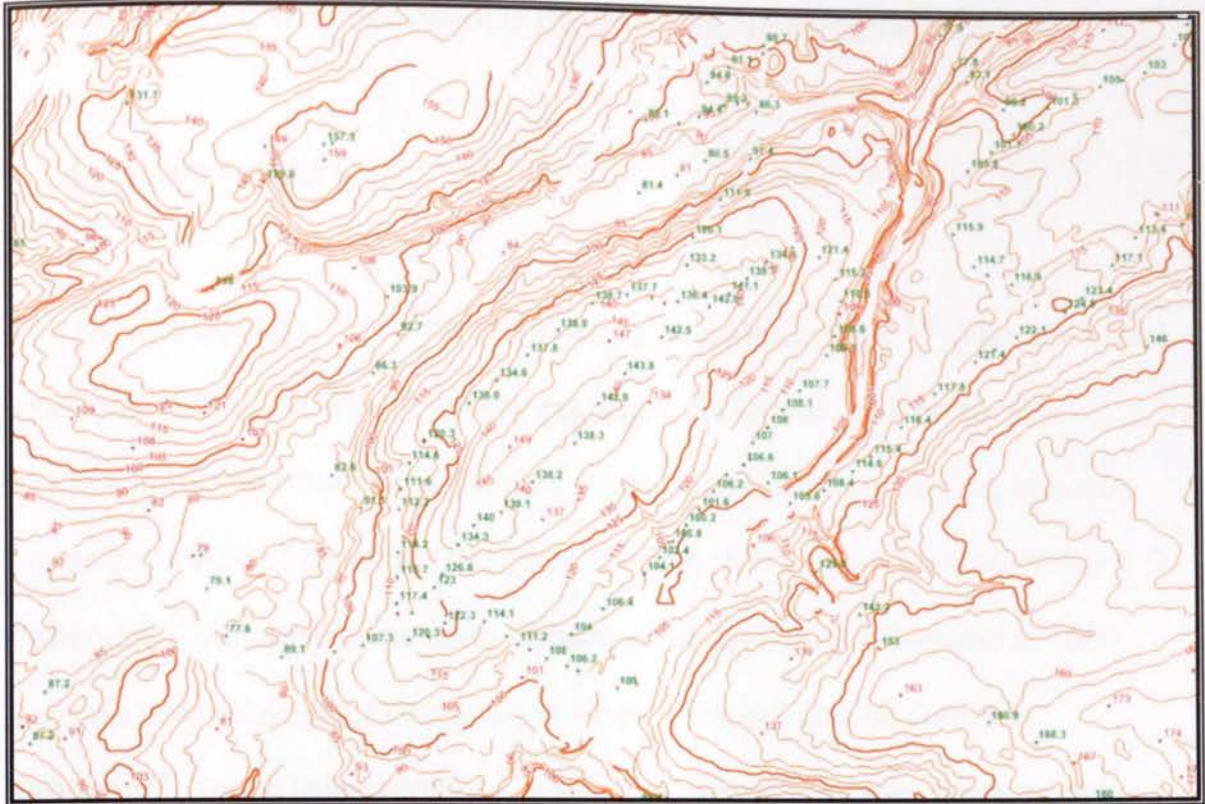


Figure 21 Topographic map of Cumbernauld, the main hilltop site at the centre

**(© Crown Copyright/database right 2010. An Ordnance Survey/
(Datacentre) supplied service)**

Before looking at the work done by the architects and planners of the CDC the plans drawn up by the DHS will be examined. This will help to show whether the ideas put into practice at Cumbernauld were their own and novel, or dictated by the standards decided upon by the government.

SECTION 4 THE CUMBERNAULD DEVELOPMENT CORPORATION

4.1 Key Administrators

The CDC, a quango,³⁹⁴ had its first meeting on 2 March 1956.³⁹⁵ The unelected members of the CDC Board initially consisted of General Sir Gordon H A MacMillan as chairman; Mr S Gordon; Professor of Robert Browning who was professor of Accountancy at Glasgow University; Mr T Coughtrie; Councillor T R Patterson; Councillor Dame Jean Roberts a Glasgow Councillor who in 1960 became Lord Provost for Glasgow; Sir Robert Russell and Mr Daniel H Taggart.³⁹⁶ Those listed without a profession were taken from different fields including industry and politics.

Members of Development Corporations were salaried, with the chairman receiving £1,500, the deputy chairman £750, and all others £400, not including travelling expenses.³⁹⁷ This first meeting established the communication the CDC would maintain with the outside world: Councillors Roberts and Patterson would keep the Lord Provost and the Glasgow Corporation updated with

³⁹⁴ According to the Cambridge Advanced Learner's Dictionary, a quango is "an organisation which is established by a government to consider a subject of public importance, but which is independent from the government. "Quango," in *Cambridge Advanced Learner's Dictionary* (Cambridge: Cambridge UP, 2006), 1035.

³⁹⁵ ———, "Minutes of Meeting [CDC/1/56/M]," (2 March 1956).

³⁹⁶ Ibid.

³⁹⁷ Hansard, "Written Answers (Commons) of 1 May 1962, Vol 658 Cc129-30w," http://hansard.millbanksystems.com/written_answers/1962/may/01/new-town-corporations.

developments, and Mr Gordon would link the CDC with Dunbarton County Council, particularly in the arena of school buildings which the County Council was wholly responsible for.³⁹⁸

Also in attendance at the first formal gathering of the CDC were professional staff members of the Department of Health for Scotland. Their presence was due to the previous work conducted on finding a site for the third Scottish new town, and for their work specifically on a plan for Cumbernauld. Present from this government body were James H McGuinness, Robert Grieve, W W Crabbe and D H Collier.³⁹⁹ The work that the DHS, particularly Robert Grieve, had prepared was supposed to aid the architectural staff to be eventually engaged by the CDC to create a master plan for Cumbernauld.⁴⁰⁰ However while certain aspects of the DHS plan were thought interesting by the CDC architects and planners, almost none of the plan's features were carried over into the CDC's planning proposals.

4.2 Key CDC Staff

The CDC attracted a large number of applicants from different parts of the country, and later from abroad. All had some experience working either for a

³⁹⁸ CDC, "Minutes of Meeting [CDC/1/56/M]."

³⁹⁹ Ibid.

⁴⁰⁰ Ibid.

local authority or council, such as London County Council, for a new town development corporation, or took part in another post-war scheme of development such as the electrification of the railways and the infrastructure that went along with this. Many had either experienced the camaraderie that grew during the war, and were inspired to create a new world on their return home, or had picked up such feelings when called for national service, both groups picking up new and invaluable skills for the sake of their country. Many were drawn to Cumbernauld because of the optimism and excitement it promised. This section will look briefly into the background of the CDC architecture and planning team, giving context to the town's creators.

The first person of relevance in terms of the planning of the town engaged by the CDC was Hugh Wilson (figure 22). Wilson was trained at the Regent Street Polytechnic, always being "an architect at heart".⁴⁰¹ Wilson started out working as an architectural assistant in a number of private London architects' offices such as that of Louis Blanc, going on to be chief architectural assistant to the City Surveyor of Canterbury in 1939, becoming war damage officer, and rising to the office of chief planning officer by 1950.⁴⁰² The Committee of the CDC decided to engage Wilson on 13 June 1956 as the Chief Architect and Planning Officer at a salary of £2,200.⁴⁰³ Wilson was the man responsible for influencing the majority of what is known about Cumbernauld: the Italian hilltop town in

⁴⁰¹ Wilson, "A New Approach to a New Town," 85.

⁴⁰² Ibid.

⁴⁰³ CDC, "Minutes of Meeting [NLA UT/72/1]," (Cumbernauld: 13 June 1956).

Scotland. Wilson brought with him an assistant from Canterbury, and of course his family, who all lived in Cumbernauld House until other accommodation was found.⁴⁰⁴



Figure 22 Sir Hugh Wilson in 1957
(AJ, January 1957, p 85)

Geoffrey Copcutt was employed to lead the town centre team. In a period when architects could easily hide behind (or stand behind) the Local Authority, County

⁴⁰⁴ Wilson, "A New Approach to a New Town," 85.

Council or Development Corporation in their creation of concrete structures that did not, apart from to the most discerning eye, appear to be different from one another, Geoffrey Copcutt created something completely unique. For this Geoffrey Copcutt is not a household name, but his building has become recognizable to many, and along with this Copcutt is increasingly familiar. Geoffrey Copcutt is owner of the mind who dreamt up Cumbernauld Town Centre. Information on this architect and his involvement in the creation of one of Scotland's most famous twentieth century buildings is very thin.

Copcutt was born in England in 1928, and little is known about his life up until College. Copcutt arrived in Edinburgh to study art, and then architecture, at Edinburgh College of Art. Copcutt began his studies in the mid 1940s and finished in 1951 with a Diploma in Architecture.⁴⁰⁵ Copcutt was an exceptional student, though more interested in ideas and concepts than in the mechanics of construction.⁴⁰⁶ This was reflected in his ideas on drawing: while highly skilled in creating perspectives and concept sketches that were completely animated and dynamic, technical drawing was not appealing, and Copcutt often would have someone else complete the technical drawings.⁴⁰⁷

⁴⁰⁵ Anonymous, "Personality of the Week: The New Era Planner," *Cumbernauld News* 30 November 1962, 10.

⁴⁰⁶ Taylor, "Interview with Alex Kerr."

⁴⁰⁷ Ibid.

Copcutt's first job after finishing his studies was at Durham County Council.⁴⁰⁸ In the welfare state of the 1950s if an architect was not to work at London County Council he had at least to work for a County Council or a City Council, and Durham was where Copcutt and his wife found their home for a short while. Geoffrey's next exploit was forming an architectural firm with Tom Hancock and Dean Hawkes.⁴⁰⁹ The practice lasted for only a short while, being responsible in that period a hair salon and a garage at Loughborough, though were found very promising by the architectural press, being tagged as one of the young architectural stars in *Zodiac* in 1958.⁴¹⁰

Being very busy at Cumbernauld did not stop Copcutt from trying for other jobs and awards. In 1961 Copcutt won third place in a competition for the design of a new County Hall for Roxburgh and also three awards: firstly the Alexander Thomson travelling Studentship, awarded by the Glasgow Institute of Architects, allowing him to study architecture in Greece for the month of May, 1961; secondly the Henry L Florence Research Fellowship presented by the RIBA; and thirdly a competition sponsored by a Liverpool firm of heating engineers.⁴¹¹

Derek Lyddon was engaged alongside Geoffrey Copcutt, who claimed that the two flipped a coin to see who would be in charge of the town centre and who in

⁴⁰⁸ Anonymous, "Personality of the Week: The New Era Planner," 10.

⁴⁰⁹ Taylor, "Interview with Alex Kerr."

⁴¹⁰ Anonymous, "Garage at Loughborough," *Zodiac* 1 (1958).

⁴¹¹ ———, "Personality of the Week: The New Era Planner," 10.

charge of housing: "Years earlier reporting on the same day, Derek Lyddon and I cordially agreed (Sir Hugh refereeing) to toss for duties. Derek had the pipe, the coin and the call, I had the beard and the prayer. Out of that spin was to develop a satisfying division of labour and a life-long respect between us".⁴¹² Lyddon won the housing, and became the group leader for the south-side of the hill which came to be known as Carbrain. Derek Lyddon, born in Luton in England, studied engineering and was based at Plymouth as an air-engineering officer during World War II. On being demobbed, Lyddon was engaged by the architectural firm Maxwell Ayrton in Hampstead.

From this Lyddon went on to attend the traditional, yet still stimulating, Bartlett School of Architecture in London, paid for in full by the Further Education Training Scheme. Having training enabled Lyddon to land a job at Stevenage new town, where he worked and took evening classes in planning under Arthur Laing. In 1956 Lyddon was attracted north to Coventry to work on the reconstruction scheme under Donald Gibson, and found that having time passed at Coventry on one's curriculum vitae was an excellent advantage.⁴¹³ By 1958 Lyddon was ready for change and journeyed even further north to Cumbernauld, where he was engaged as group leader for the south-side. Later, in September 1962, Lyddon was promoted from Assistant Chief Planning Officer to Depute

⁴¹² Geoffrey Copcutt, "Cumbernauld Town Centre," in *Derek Lyddon's Files* (1995), 4.

⁴¹³ Miles Glendinning and Jessica Taylor, "Interview with Derek Lyddon," (Edinburgh: 29 May 2009).

Chief Architect and Planning Officer, being second in command to the Chief Architect.⁴¹⁴

Another early recruit was Roy Hunter, who was engaged as a group leader for the north-side, consisting of Ravenswood, Seafar and Muirhead. Hunter, from Yorkshire, was trained not only by his war time experience of working as an architect with more experienced men of the field, but also more traditionally at Leeds College of Art on being demobilised.⁴¹⁵ On finishing his official training Hunter went to London to the LCC, inspired by Whitfield Lewis' schemes.⁴¹⁶ He worked at the LCC for three years, working on developments such as Roehampton, Stepney Green and Kelso, before deciding he wanted to work on a new town and left for Stevenage. At Stevenage his ideas, specifically those for the town square and the clock tower, were not put fully in place, and the thought of being part of a new town from the very beginning was more attractive so applied to the CDC and was engaged in 1957.⁴¹⁷ Being attracted to Scandinavian architectural styles, Hunter applied for and received a grant to visit Sweden while studying at Leeds,⁴¹⁸ returning greatly influenced by all his experiences.

⁴¹⁴ Anonymous, "New Appointments at Cumbernauld House," *Cumbernauld News* 21 September 1962.

⁴¹⁵ Glendinning, Taylor, and Watters, "Interview with Roy Hunter."

⁴¹⁶ Ibid.

⁴¹⁷ Ibid.

⁴¹⁸ Ibid.

James Latimer was a later recruit arriving in Cumbernauld in 1961. His previous experience involved working for Robert Matthew in Scotland before returning to Northern Ireland to work on hospitals and other, small projects, and then to Dublin.⁴¹⁹ Latimer came to the new town primarily to work on the town centre, having worked on the Dublin bus stations under Michael Scott.⁴²⁰ Latimer left the town centre group almost on arrival, however, and worked on housing in the Carbrain area of the new town.

Douglas Stonelake, trained as an architect at the Northern Polytechnic in London, was also engaged to work on the town centre due to his experience not only with the railways, but his technical knowledge. Stonelake was already experienced by the time of finishing his national service in 1957, having worked for AM Gear, a pre-fab firm, as a student. After graduating he eventually worked for Erno Goldfinger in London, managing five months before leaving to work on housing for the LCC, "as most young architects did".⁴²¹ Following this Stonelake worked for British Railways though left in 1963 as there was little work to be done due to Dr Beeching and *The Reshaping of the British Railways*; the project Stonelake was working on at the time was cut to save money.⁴²² After seeing the town centre showcased in the *Architects' Journal* of December 1962,

⁴¹⁹ Taylor, "Interview with Jim Latimer."

⁴²⁰ Ibid.

⁴²¹ Jessica Taylor, "Interview with Douglas Stonelake," (Glasgow: 31 March 2008).

⁴²² Ibid.

Stonelake headed north to Scotland to work for the CDC.⁴²³ Jim Johnson followed a not dissimilar path, training at the Northern Polytechnic in London before eventually working for British Railways, looking to Scotland for an exciting new job when the railway jobs slowed.⁴²⁴

Allan G McCulloch, a trained architect/planner, was employed in 1957, acting as assistant chief planning officer. McCulloch had worked previously in Harlow New Town, and was set to leave the CDC in 1961 after four years as he was engaged as the Chief Architect and Planning Officer for redevelopment at Basingstoke in Hampshire.⁴²⁵ Dudley Leaker also came to Cumbernauld with experience of Mark I new towns, having worked in Stevenage before being employed as an architect at Cumbernauld in 1957. Leaker succeeded Sir Hugh Wilson as Chief Architect and Planning Officer in September 1962.⁴²⁶

All architects, engineers and planners at the CDC worked under Wilson, and were represented to the General Manager and the CDC committee members by the Housing Committee. Building was the responsibility of the housing committee only, and it was within this committee that planning, layout, schools, churches, open space, the town centre, and of course, housing were discussed; This was the team that created the outline which planned for all the housing

⁴²³ Ibid.

⁴²⁴ Taylor, "Interview with Jim Johnson."

⁴²⁵ Anonymous, "It Is Not an Easy Job," *Cumbernauld News* 21 July 1961.

⁴²⁶ ———, "New Appointments at Cumbernauld House."

schemes of the town including the other uses such as schools; houses of worship pubs; open space and other facilities; the management and maintenance of the housing areas; the detailed design of the buildings; supervision of contractors; consultation with the education department of Dunbarton Council about the provision of services for the housing areas; etc.⁴²⁷

The design of the town itself was for administrative purposes only split into several areas; each area was assigned to a group. As was already mentioned in regards to the group leaders (see page 57) there were three main groups: the central area group, the north-side, and the south-side. Each group included a handful of architect/planners, and while each was assigned an engineer, the landscape group worked with all the teams.⁴²⁸ Such a system ensured, with regular overall meetings and the leadership, initially, of Wilson, continuity throughout the town. Despite the different types of housing built and the variety of atmospheres created, each is tied to the town as a whole by the carefully thought out hard and soft landscaping.

George Peter Youngman acted as landscape consultant to the new town for ten years from 1957 to 1967, being one of the first landscape architects to see the Cumbernauld site. Though little involved with the actual everyday planning, his initial report stated clearly his philosophies, formed in great part by the time

⁴²⁷ CDC, "Draft Outline of Organisation as at April 1956 [NLA UT/72/1]," (Cumbernauld: 1956).

⁴²⁸ Jessica Taylor, "Interview with Bill Gillespie," (Edinburgh: 2 February 2009).

spent stationed in Italy during World War II.⁴²⁹ Youngman wanted to make the street subordinate to the buildings and greenery, not as usual where the greenery is subordinate or even hidden, believing that all greenery should have a "specific or significant purpose," but that "nostalgia for the past is no recipe for design which must look to the future".⁴³⁰ He worked on the 1951 Festival of Britain, and taught landscape design at a number of institutions in London while working as an independent landscape consultant, much preferring to work alone.⁴³¹

The CDC had a number of landscape architects on staff, William Gillespie being the leader of the landscape group. Gillespie, one of the first trained landscape architects in the UK, had spent one summer vacation as a landscaping student at Stevenage New Town, though finding a job outside of the new towns or the LCC as a landscape architect was extremely rare.⁴³² His small, yet extremely busy, team followed Youngman's overall ideas, but worked on different areas. Youngman for example designed the south-side, while Gillespie was responsible for north.

⁴²⁹ Michael Ellison, "Peter Youngman: Landscape Architect to the New Towns," *The Independent* 10 June 2005.

⁴³⁰ G P Youngman, "Cumbernauld New Town: Preliminary Landscape Report for the Cumbernauld Development Corporation [NLA UT/100/6]," (King Langley, Herts: 28 May 1957).

⁴³¹ Ellison, "Peter Youngman: Landscape Architect to the New Towns."

⁴³² Taylor, "Interview with Bill Gillespie."

The engineers tended to come from local authority positions. Anthony Gibbs initially held the post of Chief Engineer. Gibbs helped to develop the road system, describing its development in *Architects' Journal* in 1959.⁴³³ However, Gibbs died not long after this, and L W Buckthorp filled his position. Buckthorp was at the time Joint Acting Chief Engineer and had worked at CDC since 1957, previously having worked for local authorities.⁴³⁴ Another engineer, Alex Scott, was made Depute Chief Engineer in September 1962, also worked previously for local government, with Paisley Town Council.⁴³⁵

SECTION 5 CONCLUSIONS

After the trial of politics in the early 1950s, Cumbernauld was designated in 1956 and work began immediately with the staffing of the CDC. What appears to be the case is that the architects coming to work at Cumbernauld were all young, enthusiastic, and eager to work on a project from the beginning to have the most impact possible on the creation of the plan. What is also the case, however, is that the majority of the architects, planners, etc. coming to Cumbernauld seeking employment were not radical in any way apart from, in most cases, being passionate about the creation of useable spaces – houses particularly – for people to enjoy, to the point that their time at Cumbernauld was “far more than a

⁴³³ Gibbs, "Cumbernauld New Town, Mark II: The New Road Plan."

⁴³⁴ Anonymous, "New Appointments at Cumbernauld House."

⁴³⁵ Ibid.

job. It was a way of life actually, we all just became incredibly obsessed with the town and what we were trying to do there".⁴³⁶ Many of the first employees working under Hugh Wilson could even be called traditional in the sense that they strongly believed in the private house with a garden, though, as shall be seen in the following chapters, achieved their ends in interesting ways.

⁴³⁶ Jessica Taylor, "Interview with Sir John Knight," (Edinburgh: 7 November 2008).

CHAPTER 6 CUMBERNAULD: THE VISION

SECTION 1 INTRODUCTION

Cumbernauld did not have just one plan; it had three, two of which were sketched up before the new town was designated. Many groups had their own ideas concerning what the final form Cumbernauld should take, unsurprising considering the political climate, and the shifts taking place in the combined spheres of architecture and planning. This chapter will look at the visions for the new town; the paths that the government, the consultants, and the CDC wished the town to take, and how they were to a degree combined to create the accepted town plan.

SECTION 2 PRE-CDC PLANS

2.1 Cumbernauld in *The Clyde Valley Regional Plan*

The *Clyde Valley Regional Plan* did not provide very much in terms of a plan for Cumbernauld, nor did the reconvened CVRPAC in their reports. What was clear was that the CVRPAC believed that 'good architecture' would be necessary to regain some of the beauty once characteristic of the older burgh.⁴³⁷ Street furniture and "and every single object that goes to form the regional picture" needed improved efforts in design.⁴³⁸

The Clyde Valley Regional Plan thought the proposed Cumbernauld-Condorrat settlement would be home to 50,000 to 60,000 inhabitants.⁴³⁹ The new town was to be located to the south-west of Cumbernauld Village, where 2000 acres of land were available for development, 256 of which would be available for industry.⁴⁴⁰ The Plan already found the hill-top as a prolific location for the town centre: "The site is well wooded and there is excellent opportunity for planning a civic centre with fine views over a wide area of countryside".⁴⁴¹

⁴³⁷ Clyde Valley Regional Planning Advisory Committee, "Summary of Regional Report (Subject to Revision)," 25.

⁴³⁸ Ibid.

⁴³⁹ ———, *The Clyde Valley Regional Plan, 1946 [Preliminary Edition]* (Glasgow: University Press, Glasgow, 1946), 420.

⁴⁴⁰ Ibid., 421.

⁴⁴¹ Ibid.

2.2 The DHS Plan

Robert Grieve, a trained planner, worked initially on the Clyde Valley Regional Plan from 1944 to 1946, and then in the planning section of the Department of Health for Scotland, though not initially on the problem of Glasgow.⁴⁴² Grieve worked with his colleagues at the DHS within the precincts of the West Regional Planning Group on a proposal for the new town at Cumbernauld, coming up with ideas for the layout and location within the available area. The outline plan which will be looked at in the following paragraphs were only intended to be ideas to consider and not as an actual plan for development.⁴⁴³ The key points made by the DHS in their plan involved the area of land designated as a new town, the positioning of the town within the designated area, the densities, and the layout within the designated area.

As seen in the Final Report of the New Towns Committee, the quantity of land that would be needed for a new town of 60,000 inhabitants would be 5,000

⁴⁴² Kenneth Alexander, "Sir Robert Grieve," Royal Society of Edinburgh, http://www.royalsoced.org.uk/fellowship/obits/obits_alpha/grieve_robert.pdf. and Kirsteen Borland, "The Clyde Valley Plan and Its Legacy - Sir Robert Grieve (in Conversation with Kirsteen Borland)," (1993), 4.

⁴⁴³ Carter, "Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962", 15.

acres for the built town with a further 6,000 acres for the green belt.⁴⁴⁴ This was to be more densely developed than other post-war schemes:

The studies made in recent years by the Department of Health for Scotland may also help to produce at Cumbernauld a town which comes moderately close to the pattern and character of the Scottish burgh instead of a variation on pre-war "garden city" layouts. Recently the enthusiasm for "open development" which was a natural reaction against the old densely-developed tenements of the larger industrial towns has diminished noticeably, and for obvious reasons.⁴⁴⁵

The site investigations carried out led the Town and Country Planning section to believe the town centre should be not on top of the hill but to the south near the railway station.⁴⁴⁶ This particular difficulty of siting the Town Centre was caused by the uncertainty as to whether or not the National Coal Board would work the seams in the south-west of the designated area; if such works did take place, the Centre might have to be shifted east of Greenfaulds. The station as well was to be moved further south-west to the valley of the Shank and Luggie burns, as near as possible to the diverted A 73 (called 'class III road' in the proposal) road that would eventually connect the town to the A 80 (figure 23).⁴⁴⁷ Such a plan, it

⁴⁴⁴ *Final Report of the New Towns Committee Presented by the Minister of Town and Country Planning and the Secretary of State for Scotland to Parliament*, (London: HMSO, July 1946), 13.

⁴⁴⁵ Anonymous, "Earlier Experiments a Help to Cumbernauld," *The Herald* 19 December 1955.

⁴⁴⁶ SDD, "Precis of the History and Development of Cumbernauld New Town [NAS DD 12/3372]."

⁴⁴⁷ DHS, "Proposed New Town of Cumbernauld Preliminary Plan to Accommodate 20,000 Houses [NAS DD 12/3372]," ed. Scottish Development Department (West Regional Planning Group) (Edinburgh: Scottish Development Department, 1954).

was thought, would enable the station to be a vital part of the proposed town centre scheme.⁴⁴⁸

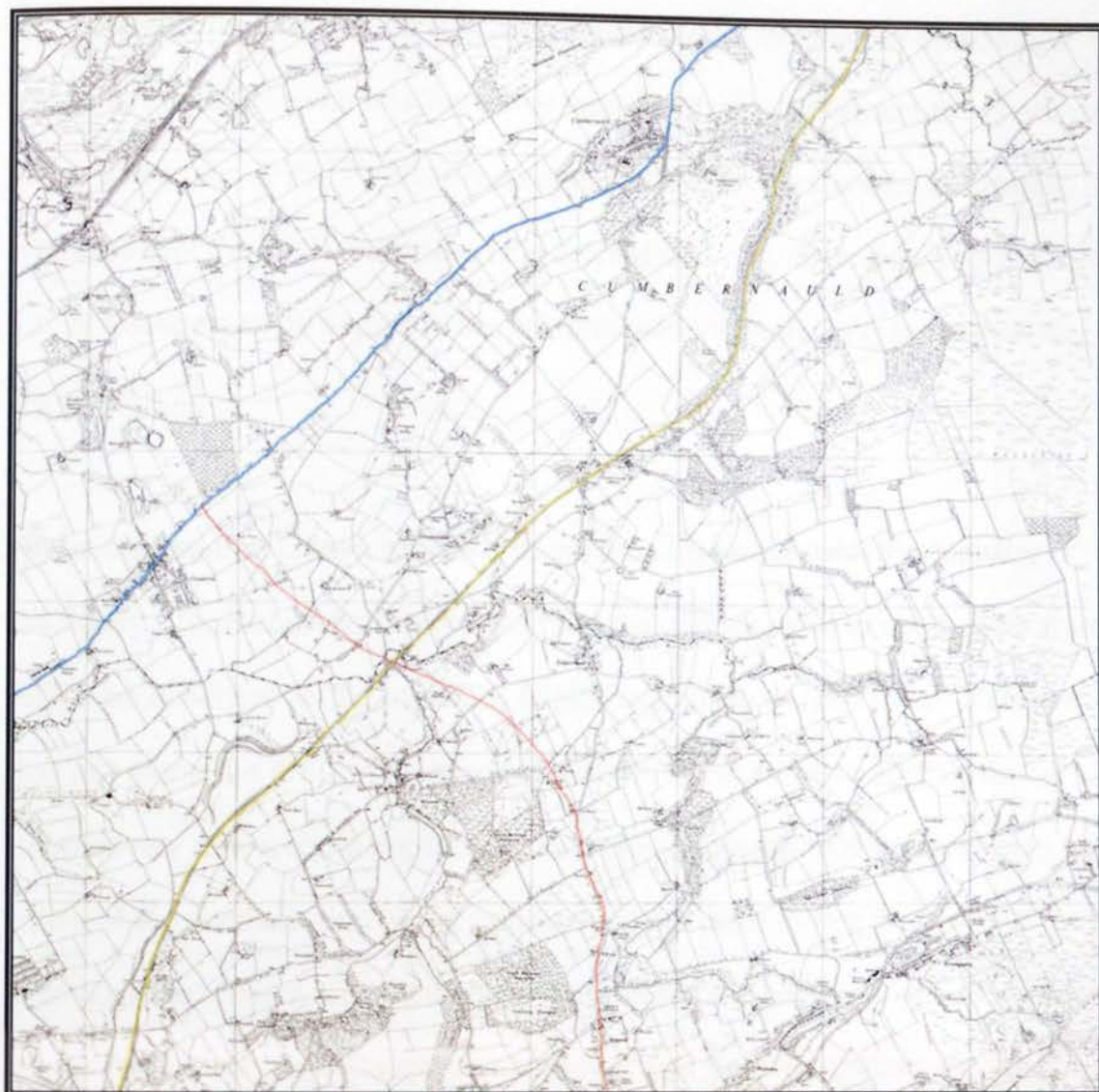


Figure 23 Map of Cumbernauld showing the A 80 (blue), the Glasgow-Stirling railway (yellow) and the proposed A 73 (red)
(© Crown Copyright and Landmark Information Group Limited 2010. All rights reserved. 1952-7)

⁴⁴⁸ Ibid.

The DHS wanted the town centre and the railway station to be located either in the same place or near each other: the main part of the eighty two acres allotted to the town centre would lie on the flat plateau to the south-west of the site, the secondary portion would adjoin the proposed site for the railway station and would straddle the main internal radial road which would connect the south-east of the site to the A 73.⁴⁴⁹ This placement of the town centre with the station revealed that the DHS anticipated the link between Cumbernauld and its mother city of Glasgow to be similar to the link between Vällingby and its mother city of Stockholm.⁴⁵⁰

It was agreed that Grieve should discuss this suggestion with the Ministry of Transport. Sir Robert Russell pointed out that a north-east to south-west road would be essential as the main bus route would have to go through the town, and not along the A 80. The existing line of A 73 might be used for this, or alternatively a new route might be found. He suggested that levels should be taken at the northern end of the Cumbernauld policies to see if any other route was possible. There was some discussion about the provision of bus services for the New Town, and Coughtrie suggested that the Corporation should aim to make the Town a terminal point for bus services when it was fully developed".⁴⁵¹

⁴⁴⁹ Ibid.

⁴⁵⁰ Carter, "Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962", 17.

⁴⁵¹ CDC, "Minutes of Meeting [NLA UT/41/2]," (Glasgow: 7 April 1956).

Housing in the DHS plan for Cumbernauld was to be confined to the area between Glasgow-Stirling Railway line and the A 80 north and south, and between Condorrat and Cumbernauld House east and west. Any industry would be on the periphery of this land, though as already mentioned there was not much focus on industry, the belief being that Cumbernauld residents of working age would commute to other regional centres.⁴⁵² The area that is now Abronhill was thought not to be available for development for at least twenty years.⁴⁵³ The DHS looked to locate some housing at Wardpark, but were not impressed with the terrain or the previous coal excavations.⁴⁵⁴ Not being able to build on the land east of the Glasgow-Stirling Railway (Abronhill) or at Wardpark meant that land for a further 4,500 houses was necessary. The DHS looked south to find such an area, past the Luggie Water and the County Constituency Boundary into Lanarkshire,⁴⁵⁵ a plan that set the axis of the town from north to south and not the north-east to south-west axis that can be seen today.

The areas considered viable for residential development in an initial study conducted by the DHS were Condorrat; High Pollockhole and Greenfaulds; Muirhead; Kildrum and Cumbernauld House; Summerhill; Mid Blairlinn and

⁴⁵² Robert E Russell, "New Town Cumbernauld: Summary of Preparatory Work Done in the Department of Health for Scotland with Notes on Some Problems Arising [NAS DD 12/3372]," (Edinburgh: 30 March 1956), 3.

⁴⁵³ Ibid.

⁴⁵⁴ Ibid., 4.

⁴⁵⁵ Ibid.

Limekilns; Mossywood and Bellstane.⁴⁵⁶ The picking of these sites show the town was to be on an axis much more centred on the north-south pole than the town is now, making Kildrum the most northerly area and extending much further to the south-west than the town does today (figure 24).



**Figure 24 Map showing areas of development proposed by the DHS
(© Crown Copyright and Landmark Information Group Limited 2010. All
rights reserved. 1952-7)**

⁴⁵⁶ DHS, "Proposed New Town of Cumbernauld Preliminary Plan to Accommodate 20,000 Houses [NAS DD 12/3372]."

Chris Carter set out in his *Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962* some other points thought important by Robert Grieve and his colleagues at the DHS, though the original documents stating these facts can not be found at the National Archive of Scotland, where the majority of the DHS's legacy can be found. These include the idea that Cumbernauld would have a very large population of 82,000 people, double that set out in the *Clyde Valley Regional Plan*, all to be housed in seven distinct neighbourhood units, with a net density of sixty-six people per acre, linked by a 'conventional' road network.⁴⁵⁷ Further, the documents show that executive housing was planned near Wardpark, now an industrial site, and that nothing was planned for the Abronhill area apart from a narrow strip of industry.⁴⁵⁸ This last point is to be expected as the CDC itself did not consider building on Abronhill until the population was increased to 70000, when they were already having trouble housing the original 50000 on the hill.

The DHS experimented with their plans for Cumbernauld, following the urbanist path of reform over the more futuristic and farfetched ideas discussed in section 4.3 of chapter 4. In many ways, the goals of the DHS did not differ greatly overall from the CDC staff taking over their task:

⁴⁵⁷ Carter, "Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962", 16.

⁴⁵⁸ Ibid.

The studies made in recent years by the Department of Health for Scotland may also help to produce at Cumbernauld a town which comes moderately close to the pattern and character of the Scottish burgh instead of a variation on pre-war "garden city" layouts. Recently the enthusiasm for "open development" which was a natural reaction against the old densely-developed tenements of the larger industrial towns has diminished noticeably, and for obvious reasons. "Open development can so easily involve waste of food-producing land, higher service and transport costs, and inconveniently long distances between home and school, shop, office, and factory. In general, town councils are now avoiding the extremes represented by semi-detached cottages and high flats. It is a reasonable assumption that the rule for Cumbernauld will be mixed development, for on such a site there could be many variations in residential densities, but that there will be no skyscrapers. A layout consisting of walk-up flats and maisonettes with terrace housing, semi-detached cottages, old people's cottages, and bed-sitting rooms or service flats for single people gives a density of 50 to 80 persons per acre, compared with the 30 to 40 per acre where semi-detached cottages only are built.⁴⁵⁹

The railway station, in this preliminary plan by the DHS,⁴⁶⁰ was to be moved much further south than the existing station next to a class 3 road, a location that was to be central to the new town and surrounded by housing. Locating the railway station at this position would allow maximum integration with the proposed town centre.⁴⁶¹

Eighty-two acres were allowed by the DHS for the town centre development in the preliminary plan of 1954, the main portion of which would lie on a flat plateau on the south-west of the proposed main internal radial road connecting the

⁴⁵⁹ Anonymous, "Earlier Experiments a Help to Cumbernauld."

⁴⁶⁰ DHS, "Proposed New Town of Cumbernauld Preliminary Plan to Accommodate 20,000 Houses [NAS DD 12/3372]," 5.

⁴⁶¹ Ibid.

centre of the site to the A 80.⁴⁶² The remaining portion adjoins the proposed site for the railway station and “straddles the main internal radial road connecting to the south-east half of the site and to the A 73. It is suggested that this area should with the railway station and housing area immediately in reach, form the initial development of the town centre”.⁴⁶³ This of course would have an impact on the location of the town centre. To make the town centre central to the town its location would have to be further south than the pre-existing Cumbernauld railway station,⁴⁶⁴ which was also would be moved further south, a decision which would be considered “in conjunction with the location of the Town Centre”.⁴⁶⁵

All the ideas mentioned in this section were passed on to the Cumbernauld Development Corporation’s architecture and planning department, supplemented by CDC meetings with Sir Robert Grieve and his colleagues. Before looking into what the CDC made of the DHS plans, the next section will examine first the key administrators who began the CDC, which will be followed by the first architects and planners employed to better understand the expectations, experiences and beliefs on which the Cumbernauld plan is founded.

⁴⁶² Ibid.

⁴⁶³ Ibid., 6.

⁴⁶⁴ Ibid., 5.

⁴⁶⁵ Ibid.

SECTION 3 THE PLANS OF THE CDC

3.1 Hugh Wilson's early ideas

Before the architects and planners of the Cumbernauld Development Corporation were even engaged Cumbernauld was taking shape in Hugh Wilson's mind. After his appointment Wilson presented his ideas at the RIBA. Unfortunately a transcript of this speech does not exist, apart from in summary, though an article of 1964 described this other as being written when he took office in October 1956,⁴⁶⁶ it is not to be found. There is an article in the *Architects' Journal* in January 1957, which does include a basic description of Wilson's hopes for the town, which is further evidenced by several of the former CDC employees who generously spared their time for the project, but it does not include a handful of points mentioned in the 1964 article.

In the 22 November 1956 edition of the *Architects' Journal* the following is included:

Those fortunate enough to get on Hugh Wilson's staff at Cumbernauld New Town will, by all reports, have a good chance of undertaking some really interesting work as well as picking up some of the bricks dropped in the older New Towns. The site, ASTRAGAL learns, is a hill top exposed to south-west winds, so architects will have an opportunity to show that they are as competent in handling a skyline as those who built Edinburgh or Durham (or perhaps those now fashionable hill towns of Italy?) and also the chance to work in teams with landscape architects in laying out trees and buildings to break the winds.

⁴⁶⁶ Hugh Wilson, "New Town Design - Cumbernauld and After," *RIBA Journal* (1964).

In addition, Hugh Wilson is apparently anxious to design a more truly twentieth-century city than existing New Towns by developing further the current ideas on pedestrian and vehicle segregation. Nor is he satisfied, it seems, with the old idea of neighbourhood units sitting adrift in parkland. He aims to group the housing around the town centre and increase densities.⁴⁶⁷

This is the first mention of Hugh Wilson's ideas – though he did later claim he wrote his thoughts earlier on his newly acquired position and what he wished to achieve, no such article seems to exist.

Wilson was keen to have his ideas on the plan comprehended: not the plan of the town, but the semantics of the word plan and what effect this would have on the town plan. As he wrote retrospectively, "at Cumbernauld this plan was always thought of as the expression, in graphic and written form, of the principles and the main framework for the development of the town", and he continues, "these documents [the *Preliminary Planning Proposals* and their amendments] have provided the general framework for the development of the town but have been sufficiently flexible to allow changes as the work proceeded".⁴⁶⁸ The plan for Cumbernauld was never to be thought of as a 'master plan', for this was far too strict and set, and instead known as a 'basic plan', which allowed alterations and amendments.⁴⁶⁹

⁴⁶⁷ Anonymous, "Cumbernauld New Town," *The Architects' Journal* 124 (22 November 1956): 725.

⁴⁶⁸ Hugh Wilson, "The Planning of Cumbernauld," ed. Roy Hardy, 1. Words in brackets my addition.

⁴⁶⁹ Carter, "Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962", 12.

The idea of a 'master plan' was set out in the Final Report of the New Towns Committee in July 1946, as presented by the Secretary of State and the Minister of Housing to Parliament. "There must be a master plan for the whole town based on the knowledge and expectations of the planning team, and in particular on careful estimates of the areas likely to be required for all foreseeable purposes," and continues, "But this master plan, though its major principles must not be lightly changed, should be under constant detailed revision as knowledge grows and requirements change".⁴⁷⁰

Wilson also wished to implement a greater mixture of uses than seen before. He shared his thoughts on the subject at the Town and Country Planning Summer School of 1960, and while there is little more evidence describing exactly what was meant by this sentence, one can assume Wilson wanted to move away from the strict zoning of Le Corbusier's Athens Charter. By that time mixed-use development, considered from time immemorial the enemy due to the perceived incompatibility of uses, was becoming more popular due to the increasing interest in urban renewal and the definition of urbanity, reconsidered in the mid-twentieth century. While the idea of mixed-use does not seem like a many-layered concept, like almost everything else it is, and for more reasons than those described by Jill Grant in her essay *Mixed-use in Theory and*

⁴⁷⁰ *Final Report of the New Towns Committee Presented by the Minister of Town and Country Planning and the Secretary of State for Scotland to Parliament*, 13.

Practice.⁴⁷¹ In terms of practical planning, Grant says there is an increase in the mixture of forms and tenures, encouraging compatible mixtures of uses, and integrating incompatible uses.⁴⁷²

However there is more to the concept of mixed-use development. Jane Jacobs, credited with the first promotion of the mixture of uses, distinguishes a further point with her chosen examples on the scale between complete segregation and a healthy mixture: that of what I will call variable use. Variable use, which goes hand in hand with mixed-use, is the use of a single building for several functions during the day. The circumstances found most attractive by Jacobs – the urban ballet, the constant presence of people, the ability to leave keys and have parcels left at the grocery down stairs – each involve the use of one functional space by further minor functions (see page 133-5). Jacobs describes a church hall being used for that primary function, but being used also by teenagers at night as a dance hall, and by others during the day, ensuring consistent liveliness for almost the entire twenty-four hour period.⁴⁷³

The two, variable use and mixed-use, function separately, but never as well as when together, when optimum levels of community and aesthetic vibrancy are achieved. If a shop and a restaurant are located below some flats, the shop will be open until a certain time and then be closed, and the same is true of the

⁴⁷¹ Jill Grant, "Mixed Use in Theory and Practice: Canadian Experience with Implementing a Planning Principle," in *Dialogues in Urban & Regional Planning*, ed. Bruce Stiftel and Vanessa Watson (London: Routledge, 2005), 17.

⁴⁷² *Ibid.*, 17-8.

⁴⁷³ Jacobs, *The Death and Life of Great American Cities*, 41.

restaurant, though it will most likely remain open for some hours after the shutting of the shop. While it is true that this particular image will still be lively after the closure of the shop due to the restaurant and the dwellings, there will be a dark window.

This is as far as the CDC reached in the creation of their theories for the town centre and the whole town: each function – industry, residential, commercial, etc. – was seen as being pure, whereas for a true mixture of uses a variability, or flexibility, needs to exist. Wilson's enthusiasm for a mixture of different uses in town planning did not stem from aesthetics however, as he thought the inclusion of factories in the housing areas could "bring some life back into our towns".⁴⁷⁴

The young people in the town were enthusiastically for mixed-used development in the town: Jim Palmer, a former CDC architect, recalled how, "The young folk were all for having lots of local shops as happens in old villages".⁴⁷⁵

Next on Wilson's list of new town innovations was the inclusion of an, "urban sociologist".⁴⁷⁶ In 1977 Hugh Wilson confirmed in an interview that both the CDC architecture and planning teams (including himself) and the DHS (with Sir Robert Grieve) were very much influenced by the "climate of the times":⁴⁷⁷ the anti-prairie planning movement as expressed in the *Architectural Review* by J M

⁴⁷⁴ Wilson, "The Design of a High Density New Town", 71.

⁴⁷⁵ Jessica Taylor, "Interview with Mr James Palmer," (1 April 2008).

⁴⁷⁶ Wilson, "New Town Design - Cumbernauld and After," 198.

⁴⁷⁷ Jim Johnson, "Interview with Sir Hugh Wilson, in His London Office," (London: 19 April 1977).

Richards and Gordon Cullen. But this was not all; Wilson intended to incorporate the new and growing interest in sociology and housing into the design of the new town, consulting eminent architectural/planning sociologist Maurice Broady in the late 1950s.

Another firm belief held by Wilson was that neighbourhood units were not necessary, especially in a town of Cumbernauld's size, where it was much better for people to feel part of a town than a local neighbourhood, and that the decision had nothing whatsoever to do with architectural preference.⁴⁷⁸

Wilson had a particular penchant for the Italian hill-top town, and that is what he envisioned Cumbernauld resembling, in terms of aesthetics and in terms of the plan. The compactness and urbanity of the Italian town is what he wanted to recreate at Cumbernauld, "Urbanity was really a way of life. It did not just depend on having a street picture that suggested that one was in an urban area—that was merely the visual side of it; the 'half timbering' of a mediaeval building. To get urbanity in the sense of town living one needed compactness; a town must be considered as a place where people meet".⁴⁷⁹

⁴⁷⁸ Wilson, "The Design of a High Density New Town", 69.

⁴⁷⁹ Ibid., 74.

3.2 Principles of Design

The CDC's interest in sociology stems from Hugh Wilson. In his paper given at the RIBA on 17 December 1963, Wilson said that the ideal team for new town design would contain an "urban sociologist (or perhaps it would be better to have 'social urbanologists')," someone on hand to guide the team along sociological theories and principles.⁴⁸⁰ Not only should this happen, thought Wilson, but it must happen. This, like many of the sociological theories of the time, was not put into practice at Cumbernauld House. No sociologist was taken on as part of the team despite Hugh Wilson's belief that an 'urban sociologist' should play an integral part in the planning team. The closest the Cumbernauld team got to the to any sociologist was occasionally asking questions and having one or two discussions with Maurice Broady.⁴⁸¹

Whilst information on the side of the CDC is deficient in areas of consultations, especially correspondence with consultant sociologists, Broady provided us with a plethora of examples of this 'architectural determinism' rampant at the CDC in his many essays and articles. At one point Broady was asked by a CDC group architect whether placing three tower blocks in a row or in a triangle was socially more desirable.⁴⁸² Broady responded that there was no difference socially

⁴⁸⁰ ———, "New Town Design - Cumbernauld and After," 198.

⁴⁸¹ Glendinning and Taylor, "Interview with Derek Lyddon."

⁴⁸² Broady, *Planning for People*, 13.

between the different point block layouts.⁴⁸³ Broady did not find the answer to these questions interesting; rather what was intriguing was that the architects felt the need to ask for advice on such matters, believing that there was a significant difference between three point blocks in a line or in a triangle.⁴⁸⁴ A concern with the sociological theories of the day this was only to be expected of an experimental new town, though there is an uncertainty in how Hugh Wilson's department considered sociological theories: before approaching Broady as a consultant, the architecture and planning department decided that, "It is not intended that these talks will solve any particular problems in housing, nor is it envisaged that any particular form of layout will result", though, "the need is felt therefore, for the designers social theories to be checked or exposed to a mind experienced in assessing the facts or trends of society. It is particularly important, where a form arises for purely sociological reasons, that these reasons are checked against any available evidence, or seen as unverified theories and assumptions".⁴⁸⁵

Despite there not being any on-staff sociologist at the CDC, and even a lack of interest by committee members to include sociologists in those residential areas that were completed, the principles of high-density living are based on the influence of the findings of a single sociological study: *Family and Kinship in East London* by Michael Young and Peter Willmott. The study involved

⁴⁸³ Ibid.

⁴⁸⁴ Ibid.

⁴⁸⁵ CDC, "Proposals for Discussing Sociological Attitudes with Maurice Broady."

interviewing the residents of Bethnal Green, a predominantly working class area of East London, about their home and community lives before and after dispersal to new housing estates in the London suburbs. What the pair discovered was that the high-density nature of Bethnal Green was a beneficial quality for the kindling of a tightly knit community and close social relationships, two things which were curbed by the low-density prairie planning of the new estates.⁴⁸⁶

The *Final Report of the New Towns Committee* of 1946 declared that a "disorderly mixture of land uses is an athema, but in a town under unified land ownership it would be wrong to go to the other extreme and plan the land in advance too precisely".⁴⁸⁷ While the later part of the previous statement hints at a surrendering of strict zones, what is actually being said is that the zones should not be declared too far in advance. There will still be zones of single function in the new town described in the *Final Report*, but as the planning process develops the zones may change acreage. This reveals the presumptuous nature of the Committee, who later added that zoning is the easy option as the population is known, which leads to the knowledge of how much land is needed for each functional purpose.⁴⁸⁸

⁴⁸⁶ Michael and Peter Wilmott Young, *Family and Kinship in East London*, 3 ed. (Middlesex: Penguin Books Ltd, 1964).

⁴⁸⁷ *Final Report of the New Towns Committee Presented by the Minister of Town and Country Planning and the Secretary of State for Scotland to Parliament*, 13.

⁴⁸⁸ *Ibid.*

The zoning of land was made modern in 1933 by CIAM in their fourth conference discussed earlier (see page 75). The first fourteen new towns followed the principle of zoning, as set out by Howard's garden city. Cumbernauld, as the first Mark II, was to be different. One of Hugh Wilson's earliest suggestions for the new town to be built was that Cumbernauld should contain a greater mixture of uses than its predecessors,⁴⁸⁹ as outlined in the previous section. This would not only provide aesthetic variety to the new town, but provide an environment with more similarities to those the new town inhabitants were to leave. This, along with the other propagated elements of Cumbernauld such as urbanity, no neighbourhood unit, and the focus on the town centre, were carried through into the CDC's first proposal in report form: the *Preliminary Planning Proposals*.

3.3 *Preliminary Planning Proposals*

Work began in earnest on the planning of the new town as soon as the first architecture and planning employees were taken on in 1958, though preliminary work had been done by the DHS, as seen in the previous chapter, and also by Hugh Wilson and the assistant he brought with him from Canterbury. The ideas of Wilson and his assistant, whose ideas were discussed earlier in this chapter (from page 210), started the ball rolling.

⁴⁸⁹ Wilson, "New Town Design - Cumbernauld and After," 191-2.

The CDC published their basic plan for the town first in April 1958 with the *Preliminary Planning Proposals* (see page 211 for discussion of the basic vs. the master plan).⁴⁹⁰ This report consists of two sections: the first is the survey and analysis and the second the plan. This section will outline the key points of the *Preliminary Proposal*, firstly residential development and site layout.

The designated area, to the CDC, was limited, and supplemented Wilson's already strong desire to make an Italianate hilltop town in Scotland, meaning only the hill would be built, and focused, on. This was a turn away from the DHS's plan to have the town centred to the south of the hill, as discussed earlier (see pages 202-4).⁴⁹¹ This, combined with the push for greater urbanity, meant that the densities would have to be increased, not only to house the target population of 50,000 on the hilltop site, but to create the desired aesthetic and societal effect.

Housing in the DHS plan for Cumbernauld was to be confined to the area between the Glasgow-Stirling railway to the south, the A 80 to the north, and between Condorrat and Cumbernauld House to the east and west. The town, therefore, was to be based on a north-south axis with Kildrum being the most

⁴⁹⁰ CDC, *Cumbernauld New Town Preliminary Planning Proposal* (Cumbernauld: Cumbernauld Development Corporation, 1958).

⁴⁹¹ DHS, "Proposed New Town of Cumbernauld Preliminary Plan to Accommodate 20,000 Houses [NAS DD 12/3372]," 5.

northern area and the town extending quite far south, with proposals to cross the Lanarkshire-Dunbarton boarder as Abronhill, the DHS believed, was unavailable for development.⁴⁹²

The CDC retained the general area of development, keeping the housing between the A 80 and the Glasgow-Stirling railway. The difference lies in the CDC's focus of the town on the hill, as opposed to spreading the town to the south as the DHS desired with the town centre to the south of the hill instead of on top of the hill as the CDC settled on. The CDC chose to place the town slightly south and below the ridge of the hill by the *Preliminary Planning Proposals*.⁴⁹³

Provision was also made in the initial CDC plan for the population to be raised, which was not an uncommon occurrence even by 1958. The precautionary idea allowed for satellite villages each with local shops and facilities around the hilltop, each still depending on the town centre for larger purchases, recreation, and society.⁴⁹⁴ Such provision for the future also allowed the CDC some leeway if their plan to house all 50,000 people on the hilltop becomes, "in the light of experience", is not possible.⁴⁹⁵ Seeing there were merely 623 acres on which to

⁴⁹² Russell, "New Town Cumbernauld: Summary of Preparatory Work Done in the Department of Health for Scotland with Notes on Some Problems Arising [NAS DD 12/3372]," 3.

⁴⁹³ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 1.

⁴⁹⁴ Ibid., 2.

⁴⁹⁵ Ibid., 32.

build housing left for houses after the land for the roads, schools, town centre, and tree belts were plotted, the expansion past the hill of dwellings was a possibility.

The CDC did wish to accommodate the entire proposed population on the hilltop, and to do this they planned to attempt higher densities than the other new towns. Wilson did not oppose the densities proposed by the DHS of sixty-six people per acre as Carter puts them,⁴⁹⁶ or of fifty to eighty people per acre throughout the site,⁴⁹⁷ both numbers being higher, almost double, the densities of other, earlier post-war housing schemes and new towns. Indeed, such densities fit with his desired results:

I want to see a compact urban area, with higher overall densities than have been adopted in most of the post-war schemes, achieved, not by a lowering of standards, but by the use of higher blocks and the omission of much of the so-called "amenity" open space (expensive to maintain and inimical to urbanity). Higher densities should apply not only to housing areas but also to the town centre and especially to industry. Multi-storey factories can be used to house small workshops and there is scope for the tightening-up of space standards.⁴⁹⁸

By the time the *Preliminary Planning Proposals* were published in 1958 density proposals for the town had increased to a net density of seventy people per acre, though with gradually increasing densities from the edge of town to the town centre, from seventy to one hundred and twenty people per acre.⁴⁹⁹ The reason, however, in the *Planning Proposals* is that limited land for developments

⁴⁹⁶ Carter, *The Designation of Cumbernauld New Town: A Case Study of Central-Local Government Relationships in Scotland During the 1950s*, 16.

⁴⁹⁷ Anonymous, "Earlier Experiments a Help to Cumbernauld."

⁴⁹⁸ Wilson, "A New Approach to a New Town."

⁴⁹⁹ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 9-10.

meant that densities must be higher than in other new towns, putting the creation of a happy community down to careful housing management.⁵⁰⁰

The notion of urbanity, which key to 1950s planning as seen in chapter 4, was key also to Cumbernauld and is linked, in this case, inextricably with density. Wilson wanted to create a "compact urban area", and increasing the densities used in prairie planning was only one of several characteristics that knit together to make an urban place. 'Urban,' in the 1950s, was beginning more and more to coincide with what Thomas Sharp, Jane Jacobs, SPUR, and to an extent the Smithsons thought was urban: the existing towns and cities before the concept of planning began to take hold, specifically the working-class neighbourhoods which were in the post-war climate being labelled as slums.

To create this urban feeling Wilson proposed, as many were beginning to do in the 1950s, for less rigorous zones, or for a mixture of uses: "I see no objection, for instance, to the placing of suitable industrial buildings at various points in a built-up area, helping to produce a more lively atmosphere in a town".⁵⁰¹ This "more lively atmosphere" was to be doubly ensured by the *Preliminary Planning Proposals* which conjured images of a "compact urban area..., with surrounding recreation areas and industrial sites".⁵⁰² This would be achieved not only with mixed-use planning, but also mixed development, both of which would add the

⁵⁰⁰ Ibid., 9.

⁵⁰¹ Wilson, "A New Approach to a New Town."

⁵⁰² CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 1.

aesthetic variety also linked with 'urban' by the townscapists. The proposed sporadic placing of factories throughout the town would aid in this visual diversity, and "can introduce a larger scale into the town".⁵⁰³

The compact nature of the town would not only bring the buildings together, providing for a more urban aesthetic present in the town, but also to bring people closer together, creating the situations thought necessary in the 1950s for community creation. The town centre, according to the *Preliminary Planning Proposals*, was to be at most a maximum of less than a mile away from the housing while being within one third of a mile for seventy percent of the houses.⁵⁰⁴ These conditions meant that one planning feature that had played a dominant role in twentieth century British, and global, planning was rendered obsolete.

The neighbourhood unit, which was implemented in not only many post-war schemes, but continued on from interwar developments as seen in chapter 4, was being questioned by the 1950s, and due to the higher densities and compact nature of the Cumbernauld site, were already off the menu when Wilson started to comment on his ideas for the new town. Wilson stated decidedly in 1956 that neighbourhood units were a thing of the past and no

⁵⁰³ Ibid., 14.

⁵⁰⁴ Ibid., 30.

longer necessary. Wilson's ideas on the neighbourhood unit, described previously (see page 215), were passed on to his team.

The CDC thought that instead of semi-autonomous neighbourhood units everyone in the town would focus on the easily accessible central area: "the major facilities should be concentrated in a central area easily accessible to all the inhabitants".⁵⁰⁵ The reasoning behind this action can be found in two principal parts: firstly, "social life cannot and should not be regulated to any fixed pattern. The inhabitants of one street or one section of the town will have many diverse interests";⁵⁰⁶ and secondly, "the result [of neighbourhood units] is that the inhabitants are encouraged to look inwards towards the local centre instead of visualising the town as a whole, to the detriment of the creation of civic pride which should be one of the advantages of a medium sized town".⁵⁰⁷

The housing, as expected, was to take the regular form of new town housing, being predominantly two-storey dwellings, with the addition of higher blocks to keep the densities high, but also adding the visual variety to the townscape which was most suited to the San Gimignano style of Italian hilltop town pushed by Wilson. As the DHS did not come up with any plans for the types of houses to be used in the town, the CDC started completely from scratch, having a freehand apart from, "the size of the garden if one is provided, the method of

⁵⁰⁵ Ibid., 11.

⁵⁰⁶ Ibid.

⁵⁰⁷ Ibid.

access, the space required to satisfy daylighting and sunlighting conditions and to ensure reasonable privacy to the occupants and the necessity to provide for the parking and garaging of cars now and in the future".⁵⁰⁸

A key point in terms of the individual houses was that they were to fit together well: no building was to be considered without consideration of the neighbouring structures. The town was to have a "coherent urban scene",⁵⁰⁹ something the DHS paid little attention to. New towns rarely had an incoherent aesthetic, due in part no doubt to the housing and town centre being the responsibility of an in-house architectural and planning team. Cumbernauld was to be no different with the help of colour schemes, departmental meetings, a skilled landscape team devoted to the whole town, with a unified road system providing easy access to all corners by car.

The housing layouts and their inhabitants, theoretically, were very much shaped by the road system. Roy Hunter summarised the effects of the road system on the society of the housing areas, and the town, in his article on the housing patterns:

Consideration of traffic segregation seems to indicate that there are opportunities for undirected social relationships within the housing group; while the mobility of the car increases the range of social selection outside the group. This suggests reading into the pedestrian system sufficient opportunities for a free social life as opposed to moulding the layout to accord with a preconceived social theory of static groups. The

⁵⁰⁸ Ibid., 9.

⁵⁰⁹ Ibid., 34.

desire to influence too far the way people should associate may unbalance or prejudice other features of their environment.⁵¹⁰

Road planning became very important in the post-war period due to the onslaught of automobiles throughout the country, developing from pre-war statistics of approximately 1.8 million private cars in use in the United Kingdom.⁵¹¹ Private car ownership fell, expectedly, during the war, but the tables soon turned from 1945 when car ownership was already on the rise,⁵¹² and, "since 1953 Europe has accomplished a change of life-style: its symbol is the motor-car".⁵¹³ There was something of an apocalyptic fascination with the rapidly rising number of cars, increasing from 1953 with the elimination of the purchase tax on cars,⁵¹⁴ invading the streets evident in the publication of numerous books and articles specifically on the subject. Planning, while already having much to do with roads, became increasingly inextricably linked to the motorway: improved roads were needed to carry out the decentralisation of industry set out in the Barlow Report, and thus the decentralisation of the population.⁵¹⁵

⁵¹⁰ Hunter, "Cumbernauld: The Housing Pattern Discussed," 421.

⁵¹¹ Sir Alker Tripp, *Road Traffic and Its Control*, ed. Dr Percy Edwin Spielmann, 2nd ed., vol. VII, The Roadmakers' Library (London: Edward Arnold & Co, 1950), 3.

⁵¹² Ibid.

⁵¹³ Alison Smithson, "Where to Walk and Where to Ride in Our Bouncy New Clothes and Our Shiny New Cars (First Version, 28 January 1967)," in *The Emergence of Team 10 out of C.I.A.M.*, ed. Alison Smithson (London: Architectural Association, 1982), 88.

⁵¹⁴ David Starkie, *The Motorway Age: Road and Traffic Policies in Post-War Britain*, Urban and Regional Planning Series, Volume 28 (Oxford: Pergamon Press, 1982), 3.

⁵¹⁵ Ibid., 1.

Hugh Wilson understood the significance of planning for the motorcar. Wilson referenced a talk by Professor Myles Wright called *The Motor Vehicle and Civic Design* at the RIBA in December 1956, pointing to the "immensity of the task facing planners, architects and traffic engineers in any attempt to solve the problem of the motor vehicle".⁵¹⁶ His team worked relentlessly on several plans for the car, as the road system played such a key role in the layout of the whole town.

The plans for Cumbernauld's road system, both the first and the second layout, which will be discussed in the following chapter, were being prepared at the optimum time for road creation in the UK. An immense amount of work was being carried out by a long term planning group within the Ministry of Transport to look at traffic.⁵¹⁷ *Traffic in Towns*, also known as the Buchanan Report, was published in 1963,⁵¹⁸ comprehensively describing the problem the motorcar put on the built environment.

The potential increase in the number of vehicles is so great that unless something is done the conditions are bound to become extremely serious within a comparatively short period of year. Either the utility of vehicles in towns will decline rapidly, or the pleasantness and safety of surroundings will deteriorate catastrophically – in all probability both will happen together.⁵¹⁹

⁵¹⁶ L Hugh Wilson, "Civic Design and the Shopping Centre: A Paper Read at the 32nd Annual Spring Meeting, at Folkstone, 15th May, 1958," *Journal of the Town Planning Institute* (July-August 1958): 194.

⁵¹⁷ Starkie, *The Motorway Age: Road and Traffic Policies in Post-War Britain*, 6.

⁵¹⁸ Steering Group and Working Group Appointed by the Minister of Transport, *Traffic in Towns: A Study of the Long Term Problems of Traffic in Urban Areas* (London: HMSO, 1963).

⁵¹⁹ *Ibid.*, 7.

This clearly makes the point that the amount of cars predicted to be on the roads by 1970 – eighteen million vehicles⁵²⁰ – could not happily coincide with the existing roads in towns, cities and in between. However, not advocated by the Buchanan report or its author, Sir Colin Buchanan, was the wholesale redevelopment of urban areas to provide for the new levels of car ownership. 1964 saw the publication of *Planning For Man and Motor* authored by Paul Ritter.⁵²¹ By looking at existing and planned developments Ritter tried to find an “ecologically harmonious environment for man in which an efficient use of the vehicle plays a crucial part”,⁵²² the Radburn layout proving particularly effective.

While both *Planning For Man and Motor* and *Traffic in Towns* were published in the early 1960s, each was the consequence of a long period of study, showing just how significant a mark the car made on planning. Ritter spent twelve years compiling information for his project,⁵²³ finding need to write such a book as early as 1951, and the Steering Group and Working Group were established in 1961. Ritter and Buchanan were far from the only people interested in the motorcar's affect on the town. Malcolm McEwan asked questions of the place of cars in British towns and cities in 1959 in a series of articles cunningly entitled *Motropolis*.

⁵²⁰ Ibid., 26.

⁵²¹ Paul Ritter, *Planning for Man and Motor* (Oxford: Pergamon Press, 1964).

⁵²² Ibid., 4.

⁵²³ Ibid., 2.

Some people, notably Thomas Sharp, wanted to put the car in its place. Sharp created several plans for cars to bypass English villages, at once keeping the town and the car, but separately. Others gave the car heightened importance over the pedestrian, though this is to be seen mostly in America with architects and planners such as Victor Gruen, whose shopping centres are surrounded by seas of parked automobiles. The post-war period in America saw the birth of the elevated urban freeway, massive parking lots, grade separated intersections, and the traffic engineer.⁵²⁴

The road system of Cumbernauld is of the utmost importance: the town, to a degree, was laid out around the roads and pedestrian routes. The CDC was, "aware that a decision as to the ultimate main road pattern within the new town is fundamental to their planning", and so was already carrying out investigations by 1957.⁵²⁵ The plans, both the initial and the rethought, integrated current vehicular planning thought. William Houghton-Evans even goes so far as to describe the new town as one of "the first attempts to bring British town planning theory into line with the new discoveries about traffic",⁵²⁶ and the road system was included positively in both *Traffic in Towns* and *Planning for Man and Motor*.

⁵²⁴ Houghton-Evans, *Planning Cities: Legacy and Portent*, 103.

⁵²⁵ CDC, "Cumbernauld Development Corporation First Report (16 February 1956 to 31 March 1957)," 13.

⁵²⁶ Houghton-Evans, *Planning Cities: Legacy and Portent*, 103.

The first piece of British motorway, the just over eight mile long M6 Preston Bypass, was opened on December 1958 (figure 25). This was three years after Cumbernauld's designation, around the time the CDC recognised that the roads in the new town would have to be wider than set in the *Preliminary Planning Proposals*, and there would have to be more of them.



Figure 25 Preston Bypass Official Opening Booklet (www.CBRD.co.uk)

The planning of the roads was an early task for the CDC as it would be within this network that the town would fit. The initial road plans were set out in the *Preliminary Planning Proposals*.⁵²⁷ The plan consisted of three radial roads

⁵²⁷ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 32-4.

linked by two ring roads, one around the centre and one on the periphery of the town, and included the provision for dual carriageway throughout on "spine" and ring roads.⁵²⁸ Though the description of the roads takes up over two pages in the *Proposal*, the arrangement had not been easily attained.

According to Bill Gillespie, Hugh Wilson locked the members of his team in an office – with victuals of course – and said nobody would leave until the road pattern had been figured out.⁵²⁹ Several of the earliest staff taken on as part of the Architecture and Planning Department, Tony Scott and Anthony K Gibbs, both engineers, and the architect Roy Hunter, spent a great deal of time debating the aspects of the grid pattern of road layout versus that of the circular ring road pattern.⁵³⁰ The two engineers wanted a ring road system, while Hunter much preferred the grid system because of its changeable nature, giving evidence of its feasibility in the form of Edinburgh New Town.⁵³¹ The grid pattern involved roads cutting south over the hill from the A 80.⁵³² Unfortunately Gibbs passed away in May 1960,⁵³³ making future arguments futile.⁵³⁴ The

⁵²⁸ ———, "Preliminary Report on Planning Proposals [NLA UT/41/2]," (Cumbernauld: 24 January 1958).

⁵²⁹ Taylor, "Interview with Bill Gillespie."

⁵³⁰ Glendinning, Taylor, and Watters, "Interview with Roy Hunter."

⁵³¹ Ibid.

⁵³² Taylor, "Interview with Bill Gillespie."

⁵³³ CDC, "Cumbernauld Development Corporation Fifth Annual Report Year Ended 31st March, 1961," in *New Towns Annual Report* (HMSO, 31 March 1961), 25.

⁵³⁴ Glendinning, Taylor, and Watters, "Interview with Roy Hunter."

system of ring roads with radial roads won out and this is the layout included in the *Preliminary Planning Proposals*.⁵³⁵

The CDC believed that most traffic entering the town would travel to the town centre, thought best that radial roads would lead to the town centre but "preferably not through the centre since this would merely produce congested conditions",⁵³⁶ though this was not provided for in the *Preliminary Planning Proposals*. Doubts are clear as with this pattern a large volume of traffic passes through the centre of the town and a smaller number on the outer ring road.⁵³⁷ The CDC recognized that for congestion to be avoided the maximum amount of traffic possible would need to be diverted to the outer ring road.⁵³⁸ Despite realising in 1958 that their road plan was not sufficiently developed, the *Preliminary Planning Proposals* does suggest some advanced elements, including two level separations of "crossing flows of traffic".⁵³⁹

Notwithstanding this forward thinking, "In every respect Cumbernauld was originally designed as a Mk. 1 new town",⁵⁴⁰ because transportation had little influence on the overall town design.⁵⁴¹ Also like Mark I new towns, Cumbernauld was identical to earlier towns in that, "good pedestrian access,

⁵³⁵ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 32-4.

⁵³⁶ Ibid., 20.

⁵³⁷ Ibid., 29.

⁵³⁸ Ibid.

⁵³⁹ Ibid.

⁵⁴⁰ Potter, *Transport and New Towns*, 96.

⁵⁴¹ Ibid.

short distances to bus stops etc., were mere by-products of the compact form chosen, whereas employment location did not enter into this concept at all".⁵⁴² While thought was given to the location of industry in terms of locating some smaller workshops in the residential areas, the vast majority of workplaces were planned for the outskirts of the town.

There was work done by the DHS before that done by the CDC. As seen in previously, the DHS was busy planning Cumbernauld new town before any Development Corporation employees were engaged. In April 1956 Sir Robert Russell of the DHS circulated a paper he had prepared on the layout of the town to the CDC as it then was.⁵⁴³ The paper pointed out a handful of the site complications, such as the original A73, which bisected the site, running over the hill from south to north.⁵⁴⁴ The B802 was suggested as a trunk road,⁵⁴⁵ one of many suggestions Hugh Wilson's team at the CDC was to take note of, and ignore.

The *Preliminary Planning Proposals* shows a tentative solution to the inconvenient bisection of the town by the A73.⁵⁴⁶ Before Luggiebank the A73 would divert to follow a north-western route instead of heading north-east to

⁵⁴² Ibid.

⁵⁴³ CDC, "Minutes of Meeting [NLA UT/41/2]."

⁵⁴⁴ Ibid.

⁵⁴⁵ Ibid.

⁵⁴⁶ ———, "Cumbernauld New Town: Preliminary Planning Proposals," 32-3. See also Map 6 in this publication.

Cumbernauld Village, still meeting the A80 but avoiding the main area of the hill. What was the A73 was to still partially exist in the form of the B8039, and link with the proposed radial roads by flowing into Jane's Brae.

The CDC's road plan, though perhaps primitively developed, did have some interesting features. The use of a hierarchy of roads was already clear, in the radials, the rings and the smaller, vein roads used to access the housing areas. Also, the use of two level separation of crossing flows of traffic at the main junctions was quite unique in the United Kingdom, following only recent developments in the construction of the first part of the M1 from London to Birmingham,⁵⁴⁷ and the almost completed Preston By-Pass.⁵⁴⁸

Douglas Stonelake, travelling to Cumbernauld in 1963 to take up his position as architect, said:

The road system, which is quite old hat now, was incredibly new then, with multi-level interchanges. When I was in London, just before I came up, they had opened the first section of British motorway from London to Birmingham, a straight bit of motorway, and it had such interchanges, but to be actually building these, integrated within a new town had never been done before. Other towns had roundabouts. Go to East Kilbride and there's a network of roundabouts.⁵⁴⁹

Such a plan followed the guidelines for roads set out by Alker Tripp, including the use of the "radial *plus* circular system"; the use of a circular 'sub-arterial

⁵⁴⁷ Taylor, "Interview with Douglas Stonelake."

⁵⁴⁸ Ministry of Transport and Civil Aviation, "Preston by-Pass Official Opening by the Prime Minister the Rt. Hon. Harold Macmillan, M.P.," (Lancashire: Lancashire County Council, 5 December 1958).

⁵⁴⁹ Taylor, "Interview with Douglas Stonelake."

road' to surround the central area with a system of "radial and ring sub-arterials"; the lack of frontages onto the sub-arterial roads, being used only for moving traffic and not for parking or stopping; roundabouts at junctions with horizontal separation of pedestrians; a central area with limited vehicular traffic; etc.⁵⁵⁰

The speed at which cars would be travelling on the Cumbernauld road system meant that pedestrians could not travel on pavements, as is the case with normal street patterns. A separate system was developed, due not only to the fact that pedestrians could not safely walk along motorway like roads, but also to the growing trend in pedestrian and vehicular separation.

While Cumbernauld was one of the earliest and most extreme examples in separation of vehicles and pedestrians in a town, the idea of pedestrianisation had been developing in practice from the war. Harlow new town, though a later example of the Mark I plan, none the less had a pedestrian system laid out through out the town, the path being considered "a design element in its own right",⁵⁵¹ separated from the side of the road. Gibberd's emphasis on the footpath, being opposite to that of Cumbernauld, was easy access to nature outside of the town.⁵⁵² Cumbernauld's footpaths were to allow safe and easy access to schools, churches, and especially the town centre.

⁵⁵⁰ Tripp, *Road Traffic and Its Control*, 330.

⁵⁵¹ Gibberd, "Landscaping the New Town."

⁵⁵² *Ibid.*: 85.

The idea of the separation of vehicles and pedestrians was, by 1953, becoming a standard, if not solidly in practice then at least in theory. Christopher Tunnard extolled the virtues of such a system in his *The City of Man*, making the choice of not having a separation not only *passé* but ill judged and wrong: "Such a fundamental [the separation of fast moving and slow moving and pedestrian and vehicular traffic] should be kept as a constant aim and not be subject to the whim of the technocrat who will seize all the latest traffic notions as they come along".⁵⁵³

By 1958 the idea of the pedestrianised central area in any town, new or old, was accepted. There was, apparently, "no doubt that the great majority of people preferred pedestrian centres to vehicular or orthodox layouts".⁵⁵⁴ There was no surprise in the central area of Cumbernauld also being planned, from the beginning, as being a pedestrian zone.

The *Preliminary Planning Proposals* of 1958 does not put much emphasis on a footpath system, and does not provide a comprehensive plan for the footpaths as it does the roads. Only one paragraph exists in the Survey section and another in the analysis:

The principal pedestrian access to the [housing] areas is from an independent footpath system radiating from the centre and with subsidiary links between areas and to the recreation belt beyond. None

⁵⁵³ Christopher Tunnard, *The City of Man* (London: Architectural Press, 1953), 337.

⁵⁵⁴ Leonard G Vincent, "Discussion Group Summary: Civic Design" (paper presented at the Town and Country Planning Summer School, Bangor, 1958), 118.

of the local development roads will provide through routes between the main roads so that the main pedestrian paths are kept free of crossing vehicular traffic.⁵⁵⁵

The separate footpath system provision is suggested so that "it is possible to walk in comfort and safety between various parts of the town. Where these paths cross main roads there should be separation of levels for pedestrians and vehicles".⁵⁵⁶

Potter says that little emphasis was put on the footpath system in the *Preliminary Planning Proposals*,⁵⁵⁷ but the idea is there, and while it is not emphasised per say, it appears to be taken as fact, the one communication system that would happen no matter what the road pattern was. The footpath system was developed further in later amendments and planning proposals. The *Preliminary Planning Proposals* also states that little park area would be necessary outwith the grounds around Cumbernauld House as "all parts of the town will be within easy access of the countryside".⁵⁵⁸

By 1959 the footpaths had unquestionably attained a key place in the spotlight of Cumbernauld's fame. In June of that year the CDC met with Dunbarton County Council to discuss the possibility of the County Council being responsible for the roads. The County Council were shown a full model of the town's communication system incorporating the main factors of vehicular-

⁵⁵⁵ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 29.

⁵⁵⁶ Ibid., 20-1.

⁵⁵⁷ Potter, *Transport and New Towns*, 96.

⁵⁵⁸ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 24.

pedestrian separation including a full footpath system throughout the town.⁵⁵⁹

The offer was not accepted.

Due to the centralization of the new town, the central area of Cumbernauld was to have greater importance and would need to contain more than other new town centres. While plans of the DHS located the town centre the south of the developable area near the railway station,⁵⁶⁰ a logical choice considering their town would spread more to the south of the site, the CDC planned for the town centre to be on the hilltop, or just south of the main ridge.⁵⁶¹ This suited the plans for a hilltop town, with the central area, with its high blocks of flats and possible multi-storey building, would only emphasis the intended Italian hilltop aesthetic.

The DHS allotted eighty-two acres for the town centre, which would lie on the flat plateau to the south-west of the site, the secondary portion would adjoin the proposed site for the railway station and would straddle the main internal radial road which connects to the south-east of the site and to the A73, as has already been mentioned.⁵⁶² While the DHS did not go into detail as to the form of the

⁵⁵⁹ ———, "Minute of Joint Meeting between Representatives of CDC and Dunbarton County Council [NLA UT/41/2]," (Cumbernauld: 16 June 1959).

⁵⁶⁰ Russell, "New Town Cumbernauld: Summary of Preparatory Work Done in the Department of Health for Scotland with Notes on Some Problems Arising [NAS DD 12/3372]," 4-5.

⁵⁶¹ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 1.

⁵⁶² DHS, "Proposed New Town of Cumbernauld Preliminary Plan to Accommodate 20,000 Houses [NAS DD 12/3372]."

site and only the location, there are clues pointing to a multi-storey nature as this would be necessary for a building to straddle a road.

While moving the location of the town centre, the CDC also played with the idea of having a multi-storey town centre, which was described as a possibility by the *Preliminary Planning Proposals*.⁵⁶³ The idea of a multi-storey town centre was a new concept, not having been done previously in a new town, though multi-storey shopping centres had been begun in America along with contained shopping centres in the sub-arctic regions of Sweden.

Cumbernauld Town Centre, however, was to be more than purely a shopping centre; as would be necessary in any town, whether built on a greenfield site or developing over centuries, there would be entertainment requirements along with others such as a library, medical services, town administrative amenities, etc. Despite what would be necessary at the town centre, focus is put on commercial provision in the *Preliminary Planning Proposals*. Basic surveys had been done by 1958 looking at new towns and existing towns, mixed with basic knowledge of American shopping centres, but the CDC recognised the need to carry out more in-depth studies, "having in mind the town pattern at Cumbernauld with a single centre providing all the main shopping facilities".⁵⁶⁴

⁵⁶³ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 2.

⁵⁶⁴ *Ibid.*, 17.

The idea of linking the town centre with the railway, something advocated by the Reith Commission,⁵⁶⁵ was carried on by the DHS, and was even considered by the CDC. The CDC proposed a link between the town centre and the railway station of some sort.⁵⁶⁶ While the two would not be adjacent, there would still be a strong connection. Other ideas were later developed as will be seen in later chapters, but in the end there was no connection made between the town centre and the station, following the "tendency in certain existing Towns for buses to forsake the railways for the shopping centre".⁵⁶⁷

The initial form of the town centre set out in the *Preliminary Planning Proposals*, while not being specifically linear, was proposed to follow the road system and was to provide shopping streets as opposed to market squares.⁵⁶⁸ A multi-storey building would provide the opportunity for a pedestrianised shopping centre on a different level from parking, space for which would be plentiful. The town centre was to provide all its facilities in a sheltered environment, away from the Scottish weather.

The ideas that were described by Wilson when just engaged, and by the CDC in the *Preliminary Planning Proposals*, were developed before Geoffrey Copcutt

⁵⁶⁵ Association for Planning and Regional Reconstruction, "Evidence to Lord Reith's Committee on New Towns," 22.

⁵⁶⁶ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 1.

⁵⁶⁷ Association for Planning and Regional Reconstruction, "Evidence to Lord Reith's Committee on New Towns," 22.

⁵⁶⁸ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 18.

was employed in August 1958. This is the case with the majority of staff, the best part of whom were engaged after this first report was published.

In terms of parking at the town centre, as it would be as easily accessed by car as it would on foot, there was limited space in the central area to provide for the seas of car lots the CDC experienced distastefully in America. Though, by 1958, parking at a town centre was believed the "largest, if not an almost insuperable, problem" by the speakers at the 1958 Town and Planning Summer School.⁵⁶⁹ "It may be that car stacks or underground parks offer a better solution, but until the economics of these can be made reasonable it was doubtful if any present project could face the enormous expense of this type of parking".⁵⁷⁰ This goes for Cumbernauld, where a variety of different and futuristic parking systems were dreamt up, such as gravity parking,⁵⁷¹ but none were put in place because of feasibility issues.

SECTION 4 RESPONSE TO THE PRELIMINARY PLANNING PROPOSALS

Firstly, the CDC wished to get away from the garden city concept of a new town and to achieve an average density of eighty people per acre as a compromise between compactness and liveability/privacy; and there was a possible use of

⁵⁶⁹ Vincent, "Discussion Group Summary: Civic Design", 119.

⁵⁷⁰ Ibid.

⁵⁷¹ Taylor, "Interview with Alex Kerr."

multi-levels in the town centre, but this was not thought essential.⁵⁷² The DHS also picked up on some points they found controversial; specifically, placing 50,000 on the hill and 20,000 outside was found questionable.⁵⁷³ The early population target of 50,000 was raised to 70,000 in 1960 by the Secretary of State for Scotland.⁵⁷⁴ However the original area designated in 1956 would clearly not, in the eyes of the CDC after providing space for churches, and schools, hold the extra 20,000 residents.⁵⁷⁵ The CDC's solution to this problem came in the form of pockets: pockets of land outside the designation area would be used to house the surplus overspill population.⁵⁷⁶ The plots of land were the answer due to the condition of the land: there were peat bogs, land which sloped steeply, and quarry operations.⁵⁷⁷

The DHS understood that the planning proposals created by the CDC team were not moulded purely by the small area of space: "The Corporation's staff have strong views on the form which the new town should take and believe that maximum exploitation of the dominant central ridge feature will result in a striking town having a character individual to Cumbernauld".⁵⁷⁸

⁵⁷² Ibid.

⁵⁷³ Ibid.

⁵⁷⁴ CDC, "Proposals for Town Extension [NAS DD 12/3372]," 1.

⁵⁷⁵ Ibid.

⁵⁷⁶ Ibid.

⁵⁷⁷ Ibid.

⁵⁷⁸ A B Wylie, "New Town of Cumbernauld: Technical Observations on Master Plan [NAS DD 12/3372]," (DHS, 1 September 1959), 3.

F J Connell of the DHS pointed out in his letter to a colleague, Mr Collier, that the ideas contained within the *Preliminary Planning Proposals* could not be judged against existing urban planning standards.⁵⁷⁹ The letter shows the extent of bafflement caused by the innovations listed in the *Planning Proposals*: the town was to be unlike anything seen previous.

They [the principles illustrated by the PPP] are not an improved version of existing housing and highway standards. They are a radical departure in which the Town Centre is to be developed on three levels of communication not one, pedestrians are to be completely segregated from traffic roads by 24 over or under passes, every family not having children under 16 living with them is to be housed in a flat whether they like it or not, and every private car is to have its own garage near its owner's dwellings.⁵⁸⁰

Connell did concede that however revolutionary the proposals are they do fit in with contemporary international thinking on urban living.⁵⁸¹

The main concerns of the DHS were firstly, whether the extra cost of multi-level buildings and roads proposed at Cumbernauld were justified or at least off set by the savings in road costs (due to the compact nature of the whole town); and secondly, if the Glaswegians who were to move to Cumbernauld could be expected to live in the "radically different living patterns".⁵⁸² Was Cumbernauld a risk the DHS could take?

⁵⁷⁹ F J Connell, "Letter to Mr Collier [NAS DD 12/3372]," (Edinburgh: 23 September 1959).

⁵⁸⁰ Ibid.

⁵⁸¹ Ibid.

⁵⁸² Ibid.

SECTION 4 CONCLUSIONS

The vision for Cumbernauld New Town was a combination of the advice provided by the DHS and on the objectives of Sir Hugh Wilson. The vision, as set out in the *Preliminary Planning Proposals*, partly borrowed from DHS, but as their ideas for the site were logical and based on contemporary architectural and planning theories, the *Preliminary Planning Proposals* also exhibits these influences: a combination of living standards, modern technology, sociology and community creation. Seeing the majority of CDC architectural and planning staff was engaged around or after the publication of the first proposals put in print, these can be taken almost as a pure vision before any real work on the site was carried out.

The Cumbernauld vision was for a compact and urban town rendering the neighbourhood units and their corresponding neighbourhood centres obsolete, incorporating mixed development in the form of low- to high-rise housing; a mixture of uses, in terms of a less strict zoning policy with the cleaner and smaller types of industry being placed in the residential neighbourhoods.

The vision for the town centre was already grandiose, being multi-storey and perhaps indoors, with reference being made to American shopping centres based on motorcar urbanism. Such new concepts as those proposed for the town had not yet become commonplace in the UK, or further a field, apart from

on occasions already mentioned in Sweden and the United States. The idea of a comprehensive town centre contained somehow on a single platform or within a single structure had not been fully attempted: the Swedish example of Luleå was only an indoor shopping centre built within an existing shopping centre and while the shopping centres of America, which were in full swing by the 1950s, did contain other uses, sometimes even community centres, they were not town centres.

While what has been summarised in this chapter is the vision, much more work was to be done at the CDC, some of these concepts were taken further and developed not only in the plan but also in the construction of the town, while others were not. The next chapter will look at the development of the plan from the *Preliminary Planning Proposals* to the first stages of construction.

CHAPTER 7 CUMBERNAULD: FROM DESIGNATION TO EARLY 1960

SECTION 1 INTRODUCTION

Moving on from the CDC's plans described previously, this chapter will trace the development of the town from its conception in the minds of the CDC employees to its current form, following substantial revisions to the original concept.

Cumbernauld has four phases: none is clearly defined – each overlaps in one way or another. The first is the initial planning stage, where the ideals of the time and the architects are brought together to form a town described in the *Preliminary Planning Proposals*, and it was this phase that was examined in the previous chapter; the second is the altered plan, and its metamorphosis into the built form up to the early 1960s; the third is the development that takes place to incorporate the increased population of 70,000; and the fourth is the further development following principles completely averse those set out in the *Preliminary Planning Proposals* from the 1970s.

Writing the history of a new town is an extremely difficult task, though many have tackled the histories of larger localities over lengthier periods of time and been successful. Creating a chronicle would add nothing to the subject of Cumbernauld New Town, though a narrative would prove equally baffling.

The majority of Cumbernauld inhabitants moved from Glasgow. One such resident, on being informed that he and his family had been allocated a house in Kildrum, was "overjoyed at the thought of leaving the grimy city where he occupies a single end with his wife, four children, two mangy cats, a dog of doubtful origin and a budgie that has learned shocking language from even more doubtful neighbours bawling across the close".⁵⁸³

SECTION 2 DEVELOPMENT OF THE PLAN

2.1 The First Addendum Report

As the *Preliminary Planning Proposals* were intended to be a flexible guide, the CDC planned to make further, more in-depth studies of different aspects of town creation. The *First Addendum Report*, containing the outcomes of these first studies which were in variance with the *Preliminary Planning Proposals*, was published in May 1959.

Construction had, by May of 1959, already begun in the new town. The Burroughs Factory was started in July of 1956 to the north of the town (figure 26), and housing for the incoming Burroughs employees was being built in

⁵⁸³ Anonymous, "Bothered and Bewildered: A Contributor Talks to New Town Exploration," *Cumbernauld News* 23 June 1961, 9.

Kildrum and Park, the details of which will be described in section 3. While these areas were being developed, the rest of the town was still being imagined. Wilson's flexible plan was being put to work, and successfully so due to the location of the sites chosen for early development: much could still be changed around the factory and the two housing areas as they were placed to provide the least hindrance. Indeed much would change, as is clearly shown when juxtaposing one of these two early housing developments, one done by an outside architect and one completed quickly for incoming managerial and semi-managerial Burroughs employees, and those done after 1959. The main changes of the *First Addendum Report* referred to the shopping requirements, density, and housing layout. However it is the road system to which this report is mostly devoted.

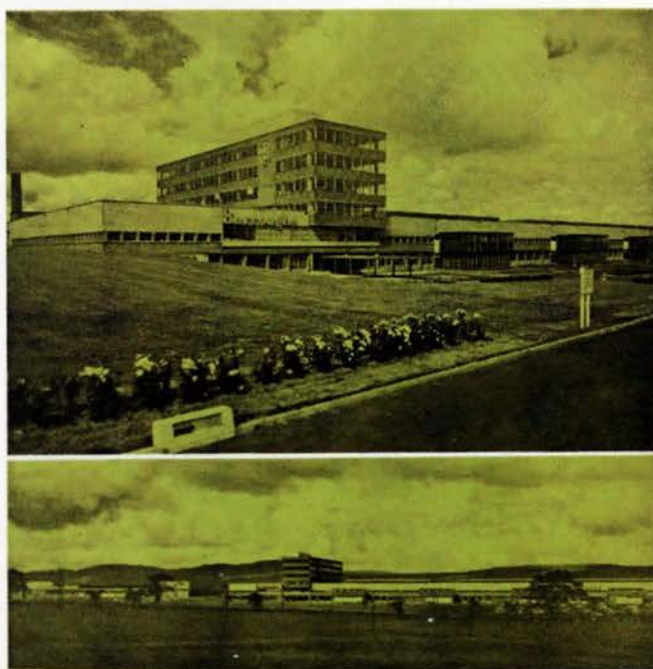


Figure 26 Burroughs Factory
(CDC, Undated Cumbernauld Pamphlet, Collection of Sir John Knight)

2.2 Traffic Layout

The *Preliminary Planning Proposals* had opted for three radial roads linked by two ring roads, one around the centre and one on the periphery of the town, and included the provision for dual carriageway throughout on "spine" and ring roads.⁵⁸⁴ This first plan was, however, tested and analysed to "destruction".⁵⁸⁵ The aim was to "test statistically the corrections of the assumptions implicit in the basic plan in their bearing on the road proposals," and, "to provide a basis for design details of the road pattern, such as widths of roads and form of the various junctions".⁵⁸⁶ The difficulty lay in the fact that such surveys had not been done before, and so the Corporation had to develop their own methods,⁵⁸⁷ resulting in processes similar to those used by the Steering Group and Working Group in their study of Newbury which took into consideration journeys between different points in the town, the vehicles that would be used for these journeys, and when the journeys would take place,⁵⁸⁸ all of which culminated in a desire

⁵⁸⁴ CDC, "Preliminary Report on Planning Proposals [NLA UT/41/2]."

⁵⁸⁵ Steering Group and Working Group Appointed by the Minister of Transport, *Traffic in Towns: A Study of the Long Term Problems of Traffic in Urban Areas*, 166.

⁵⁸⁶ A.K. Gibbs, "Cumbernauld New Town, Mark II: The New Road Plan," *Architects' Journal* (October 1959): 278.

⁵⁸⁷ *Ibid.*: 280.

⁵⁸⁸ Steering Group and Working Group Appointed by the Minister of Transport, *Traffic in Towns: A Study of the Long Term Problems of Traffic in Urban Areas*, 54-6, 166.

diagram (figure 27). The plan was "based on the idea that a motorist must be presented with only one problem, and consequently one decision, at a time".⁵⁸⁹

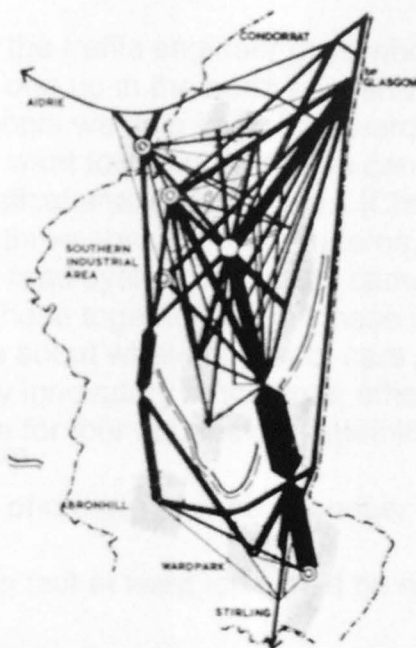


Figure 27 Desire line diagram
(*Architectural Design*, May 1963, p 225)

The resulting road pattern, while keeping some aspects already worked out in the first proposal such as the diversion of the A73, much altered due to the number of problems with traffic flow, found particularly in the central area,⁵⁹⁰ was a semi-linear, semi-radial road pattern. If an attempt is made to classify Cumbernauld's proposed street pattern it more closely resembles, in Tripp's

⁵⁸⁹ Anonymous, "£400,000 for New Flyover Road System at Braehead," *Cumbernauld News* 29 December 1961.

⁵⁹⁰ CDC, "Cumbernauld New Town: Preliminary Planning Proposals First Addendum Report," (Cumbernauld: May 1959), 3.

examples of street patterns,⁵⁹¹ that of Bournemouth's topographical informal than any other. Jim Johnson, another CDC architect, thought what came of the two initial proposals of the grid and the ring road system was an amalgamation:

It was all science, the traffic engineer guys who worked on it, plotted the industrial estates, one up in the north east and one in the south west, and there would be people wanting to go backwards and forwards to those and people would want to go into the town centre, and it was all done with a kind of mathematical analysis in a way...[Chris Carter] wrote a thing, there were two or three possible road patterns, there was a kind of grid, there was a radial road system, and what came out was kind of an amalgamation of these together with all these calculations. They made huge assumptions about what number of cars people would have, which of course was very innovatory at the time, other schemes were being built with one car space for four houses or something, and Cumbernauld was doing one to one.⁵⁹²

The two-level separation of crossings were no longer merely suggested, but thought necessary, and in fact at least ten would be needed. The scale of the road plan, including junctions, "would need to be in excess of any so far made in towns of comparable size to Cumbernauld".⁵⁹³

Not only did the plan develop, the plan grew: while the *Preliminary Planning Proposals* set only 3.8 percent of land to be used by the road system, increasing to 5.7 percent by the First Addendum Report⁵⁹⁴ and by a further almost five percent by the publication of the Second Addendum Report in 1962, which will

⁵⁹¹ Tripp, *Road Traffic and Its Control*, 328.

⁵⁹² Taylor, "Interview with Jim Johnson."

⁵⁹³ CDC, "Cumbernauld New Town: Preliminary Planning Proposals First Addendum Report," 3.

⁵⁹⁴ ———, "Cumbernauld New Town: Planning Proposals First Revision," (Cumbernauld: May 1959), 13.

be discussed in the following chapter.⁵⁹⁵ In terms of acreage, the roads would occupy 288 acres of 2,783 acres of the town. By the Second Addendum Report fourteen grade-separated junctions were included, and "For a total planned population of 70,000, and at a time when scarcely one [grade separated junction] had been built in any city in the Kingdom this was bold planning indeed".⁵⁹⁶

Such a massive amount of road infrastructure would have an aesthetic effect on the town. While there were plans to "integrate the lines and levels on the roads with the topography of the site so as to cause the least possible visual harm",⁵⁹⁷ the road could not follow the most aesthetically pleasing course everywhere. The call for bold masses of trees called for in the original report was emphasised, therefore, in the First Addendum Report to combat the visual impact of the large-scale road system.⁵⁹⁸

The planning team described of the road plans of the *Second Addendum Report* as being "necessarily based on a large number of assumptions, each subject to considerable diversity of opinion".⁵⁹⁹ However the conclusions were put to the Road Research Laboratory (RRL), an official institution funded by the

⁵⁹⁵ ———, "Cumbernauld New Town: Preliminary Planning Proposals Second Revision," (Cumbernauld: January 1962), 33.

⁵⁹⁶ Houghton-Evans, *Planning Cities: Legacy and Portent*, 105.

⁵⁹⁷ CDC, "Cumbernauld New Town: Preliminary Planning Proposals First Addendum Report," 13.

⁵⁹⁸ *Ibid.*, 12.

⁵⁹⁹ *Ibid.*

Department of Scientific and Industrial Research founded in April 1945,⁶⁰⁰ who found that the analysis team had, if anything, under-estimated future car ownership and its associated problems.⁶⁰¹

More research was done than pure analysis. Eight CDC employees involved with the design of the roads became so entrenched in their task that they decided to work through some of their holidays.⁶⁰² Further, they financed their own "fact finding mission to the Continent", visiting France, Holland, Belgium, Germany and Switzerland and interviewing top road designers in order to incorporate the most cutting edge of road planning and engineering ideas.⁶⁰³

2.3 Town Centre

The plan for the town centre had been somewhat brief in the *Preliminary Planning Proposals* and remained so in the *First Addendum Report*. Admitting that the process of planning the central area would take a great deal of time, the CDC had started the process by engaging a team at Glasgow University from late 1959 to look into the "central area shopping requirements having regard to

⁶⁰⁰ Sir Peter Baldwin and Robert Baldwin, ed., *The Motorway Achievement: Visualisation, Policy and Administration*, 84.

⁶⁰¹ CDC, "Cumbernauld New Town: Preliminary Planning Proposals First Addendum Report," 4.

⁶⁰² Anonymous, "£400,000 for New Flyover Road System at Braehead."

⁶⁰³ Ibid.

trends in developments in other countries".⁶⁰⁴ The team included an economist, a geographer, and for the first of several occasions, a sociologist: EB Gibb, DR Diamond, and Maurice Broady respectively.

What was decided of the plan by 1959 was the location: the town centre, while being planned for just below the ridge in the *Preliminary Planning Proposals*, had been moved up the hill, placed on the ridge itself, on a 50 acre piece of land approximately 3,500 feet by 620 feet.⁶⁰⁵ With no part of the town centre built, let alone planned, other provisions initially had to be made: a temporary shopping centre was planned to be located between South Muirhead Road and the site that would become Muirhead 4 would allow the new town residents to not completely depend on travelling vans, nor to develop shopping habits elsewhere such as Glasgow.

The town centre was, despite vagueness and little detail, already being considered as a single structure in the plan: "The ridge of the hill will be dominated by the long structure of the central area visible as a strong mass in the distant regional views of the town and forming a backcloth, as it were, to the more intimate local views looking from within the town towards the centre".⁶⁰⁶ Geoffrey Copcutt, the leader of the central area team, met with the DHS in 1959

⁶⁰⁴ CDC, "Cumbernauld New Town: Preliminary Planning Proposals First Addendum Report," 8.

⁶⁰⁵ Ibid.

⁶⁰⁶ Ibid., 13.

to talk over his ideas for the central area thus far.

This plan introduced the idea of the town centre form based on the traffic system: "Combined with the road contours the road system dictates a linear town centre on the ridge of the hill".⁶⁰⁷ The idea of a multi level structure at the town centre was decided, as mentioned previously, before Copcutt began work on the project.⁶⁰⁸ Copcutt communicated his idea through a series of very rough sketches, which amounted to a single block containing housing, shops, warehouses, offices, and other ancillary buildings.⁶⁰⁹

One of the DHS planning officials made a quick sketch while trying to understand the words and rough diagrams of Geoffrey Copcutt (figure 28). In the DHS sketch, the town centre structure is 625 feet by 3100 feet linear structure consisting of a pair of 200 feet by 3100 feet slab blocks supporting a sloped concrete umbrella. On the umbrella element would rest 3500 houses and patios, with more houses plus shops and offices contained within the slab blocks. The only description adjoining this drawing reads as follows: "Section N-S across Cumbernauld Town Centre. Concrete umbrella on top of pedestrian

⁶⁰⁷ DHS, "Cumbernauld New Town, Town Centre: Report on a Meeting at Cumbernauld on 16th April 1959 [NAS SEP 15/301]," (April 1959).

⁶⁰⁸ Johnson, "Interview with Sir Hugh Wilson, in His London Office."

⁶⁰⁹ DHS, "Cumbernauld New Town, Town Centre: Report on a Meeting at Cumbernauld on 16th April 1959 [NAS SEP 15/301]."

deck and vehicular basement, with houses on top of the umbrella and shops, offices and more houses between the umbrella and the deck".⁶¹⁰

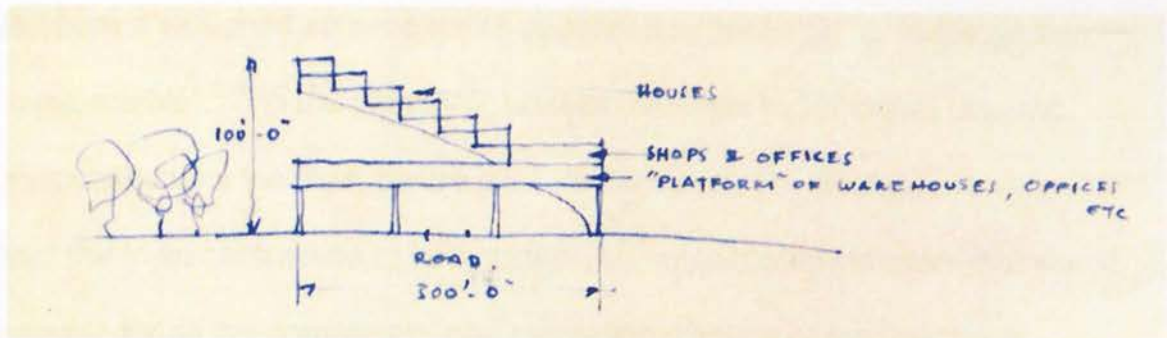


Figure 28 DHS representation of early town centre plan (DHS, *Report of Meeting at Cumbernauld on 16 April 1959* [NAS SEP 15/301])

Several DHS planners listed as Messrs Gillett, Collier, Connell, Wylie and Mowat reviewed the CDC's first plan for the town centre in 1959.⁶¹¹ Their scepticism about the multi-level town centre building is made clear in the report of the meeting, where the DHS employees agreed that the CDC should provide information in support of the proposed decked system of development.⁶¹² The DHS wanted answers to some very important questions to do with the structure, such as who would pay for the development and what would the return be.⁶¹³

⁶¹⁰ ———, "Report of Meeting at Cumbernauld," (Cumbernauld: 16 April 1959).

⁶¹¹ ———, "Cumbernauld Preliminary Planning Proposals: Discussed by Messrs Gillett, Collier, Connell, Wylie and Mowat [NAS DD 12/3372]," (Edinburgh: Scottish Development Department, 18 November 1959).

⁶¹² Ibid.

⁶¹³ Ibid.

The development of the town centre plan from 1959 to the showcase of the white model in the *Architects' Journal* of 1962⁶¹⁴ appears to have been a secretive affair. Little information is available about the stages or meetings that led from a sketched scheme which appeared to the DHS, "to verge on the irresponsible",⁶¹⁵ to the gleaming, phased, complex building that became associated with the town centre plan. What remained intact was the argument that the town centre was to be a mixed-use, multi-storey structure that would provide for all the commercial and recreational needs of the new town inhabitants. Further, there was an acknowledgement by both the CDC and the DHS in 1961 that future parts of the town centre, "Could very well be privately developed".⁶¹⁶

The plan was discussed in house in regular meetings with Hugh Wilson and each team leader. Derek Lyddon recalled that when Copcutt's turn came to present his sketches and work so far on massively long sheets of tracing paper, he would roll out these tracing paper sketches and they would grow so long that nobody present would know exactly what was going on.⁶¹⁷ Despite their confusing nature Copcutt's drawing technique was impressive. James Latimer, who decided to leave Copcutt's department and work in a housing group

⁶¹⁴ "Cumbernauld New Town Centre," *Architects' Journal* (5 December 1962).

⁶¹⁵ ———, "Cumbernauld New Town, Town Centre: Report on a Meeting at Cumbernauld on 16th April 1959 [NAS SEP 15/301]."

⁶¹⁶ "Note on Cumbernauld Town Centre Commerce Meeting between Messrs. Gillett, Wheeldon, Grieve, Wylie, Black, Mowatt and CDC [NAS SEP 15/301]," (Edinburgh: SDD, 7 December 1961).

⁶¹⁷ Glendinning and Taylor, "Interview with Derek Lyddon."

instead, was impressed by the layers of tracing paper, a forerunner of modern computerised architectural methods of representation: "He drew all the roads out on tracing paper, and something else on a different sheet of tracing paper, and then print it all and the whole thing would have different grades of darkness, they were absolutely brilliant drawings".⁶¹⁸

Interestingly, the *First Addendum Report* pays a good deal of attention to the notion of the 'view'. Along with how the town centre structure would be viewed, the CDC also considered the great variety of local views, highlighting interesting juxtapositions between mixed development, with the tower blocks acting as visual points marking the northern entrance to the town, and the integration of the road system as to not obstruct the view for example.⁶¹⁹

2.4. Housing and the Town Form

The town aesthetics were significant for the CDC not only from within the town, but also from out with it. The First Addendum Report mentions the regional view of the town, the writings about which seem to be selling the town's image: "[...] the low building forms contrasting with the tree belts, above them slightly higher blocks and above them again the strong lines of the central area and the point blocks rising at either end, the whole set against the wide expanse of sky of the

⁶¹⁸ Taylor, "Interview with Jim Latimer."

⁶¹⁹ CDC, "Cumbernauld New Town: Preliminary Planning Proposals First Addendum Report," 13-4.

panorama of the Kilsyth Hills".⁶²⁰

The idea of mixed development was obviously important for any view out from, or view into, the new town. Three-storey terraces and medium-rise slab blocks of flats mentioned in the *First Addendum Report* were to accompany the two-storey houses and tower blocks described in the *Preliminary Planning Proposals*. The idea of densities, and also urbanity, gradually increasing towards the town centre, was dropped in the second report in favour of a general density of around eighty people per acre with a few spots of high-density housing, from one hundred to 120 people per acre, near the town centre. These, along with the penthouse flats, were introduced "not in order to lend credence to a third party claim for an 'active' centre, but because this is intrinsically a good place to live for a proportion of the population".⁶²¹

SECTION 3 EARLY PERIOD OF CONSTRUCTION

3.1 Housing Areas

By March 1956 Kildrum had been chosen as the first site for new housing, the other two options, Muirhead and Wardpark, being considered either too close to

⁶²⁰ Ibid., 14.

⁶²¹ Copcutt, "Planning and Designing the Central Areas of Cumbernauld New Town," 245-6.

Cumbernauld Village, as in the case of Wardpark; or too exposed and far from Cumbernauld Village, as in the case of Muirhead.⁶²² The location of the town centre, however, as was seen in the previous chapter (see pages 202-4), was a much more contentious decision, debated from even before the designation of Cumbernauld in 1956. The site had still not been decided by August of 1956, eight months after designation.⁶²³

Around this time the CDC was looking at sites in the town for managerial housing. The two sites being compared were both in Greenfaulds as both had access to existing services and both faced south.⁶²⁴ The only negative points of the two proposed sites were that they might in time overlook industry and railway buildings and they might eventually merge with the town centre.⁶²⁵ The decision taken is less important than the consideration that this area on the south-eastern most base of the hill might merge with the town centre. As the hilltop was chosen for the town centre, with the first housing needed by the Burroughs' factory to the north, the managerial housing was chosen to fall between the two.

⁶²² Russell, "New Town Cumbernauld: Summary of Preparatory Work Done in the Department of Health for Scotland with Notes on Some Problems Arising [NAS DD 12/3372]," 4.

⁶²³ CDC, "Minutes of Meeting [NLA UT/72/1]," (Cumbernauld: 31 August 1956).

⁶²⁴ Ibid.

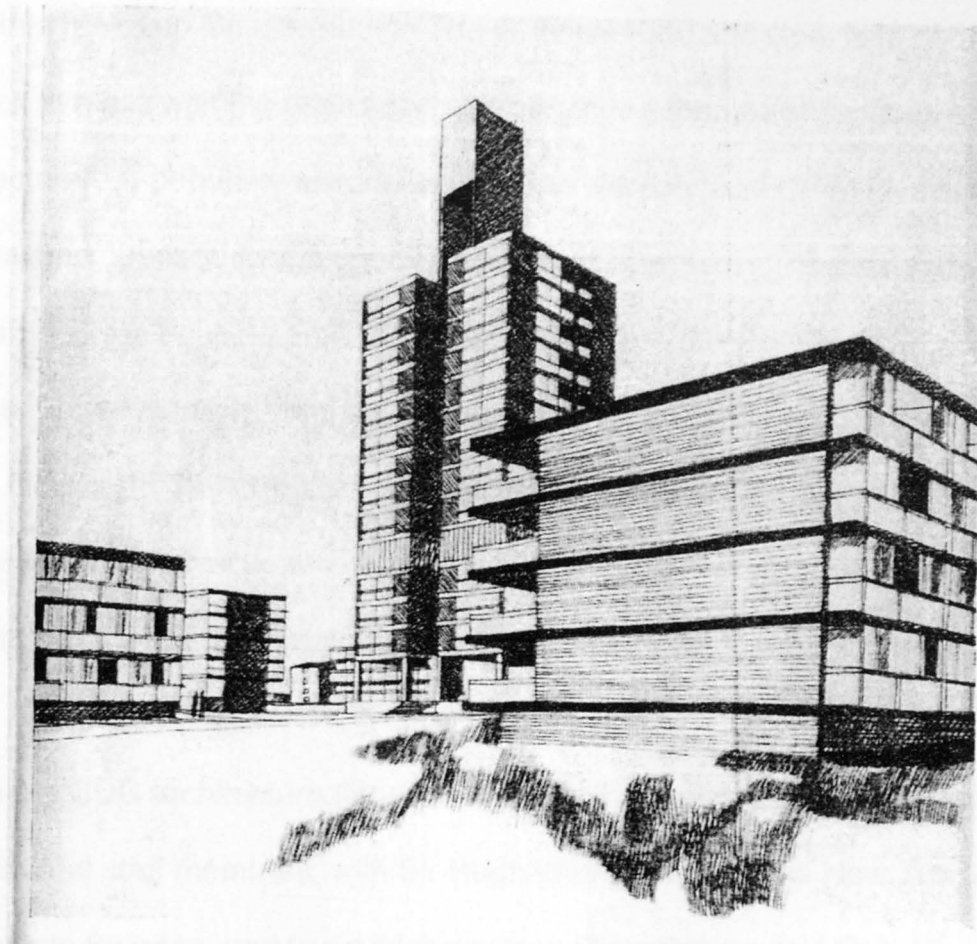
⁶²⁵ Ibid.

The first housing, however, was not at Greenfaulds but at Kildrum, as mentioned in the previous paragraph, near to the Burroughs Factory as the homes were to be for the factory workers and foremen. As, in 1956, the CDC was not yet prepared to begin planning and designing in earnest, an external firm was engaged to design the Kildrum 1 housing. The architects in question were Gillespie Kidd and Coia, part of the "art-for-art's-sake faction in Glasgow".⁶²⁶ Gillespie Kidd and Coia planned a site of mixed development, comprising two storey brick terraces with flat roofs (now pitched), finished in September 1958, and also four and five storey blocks of maisonettes, also with flat roofs (now drastically altered) with garages below completed September 1961.⁶²⁷ These were to be followed by a single high block of sixteen storeys providing sixty-four dwellings but this was never built. This last addition would have been unusual for Gillespie Kidd and Coia as the firm often avoided "the more contentious social building types, such as tower blocks".⁶²⁸

⁶²⁶ Glendinning, *Scottish Architecture*, 196.

⁶²⁷ Anonymous, "Cumbernauld New Town: Preliminary Planning Proposals," *The Architects' Journal* (5 June 1958).

⁶²⁸ Glendinning, *Scottish Architecture*, 196.



**Figure 29 Perspective of Kildrum 1 by Gillespie Kidd and Coia
(AJ, 5 June 1958, p 859)**

As Kildrum 1 was the first housing estate to have plans prepared for at least a year, the perspective images of it became inextricably linked to Cumbernauld (figure 29). The photos were included in the *Architects' Journal* and in the *Reports of the Cumbernauld, East Kilbride, and Glenrothes Corporations* (the New Town Reports) for several years. This is interesting as not only were the architects not staff members of the CDC, but the housing types and layout they produced were, and remain, sharply divergent from to most of the other housing

types that make up Cumbernauld. The Gillespie Kidd and Coia flats and terraces fit more with the rectilinear, site-oblivious schemes of "eggbox architecture",⁶²⁹ popularly associated with the stereotypical CIAM international modernisms opposed to site specific Scottish modernism. The flats were compared to the housing at Roehampton by the London County Council and found to be very similar.⁶³⁰ Several years later problems were found in the flatted blocks. In 1961 tenants complained of severe dampness and had to be re-housed while corrections were made,⁶³¹ being the first of those dwellings found to have structural problems, all of which were designed by non-CDC staff.

Before the CDC architecture department started designing housing for the new town several staff members, with Sir Hugh Wilson, went to the New Town of Vällingby in Sweden, and to developments in Copenhagen and Oslo.⁶³² Vällingby was a new town started in the early 1950s not far from Stockholm, to which the metro provided an easy and direct connection. The town was to provide work, housing, and a town centre, and was widely acclaimed for its plan by Sven Markelius. Particular points were of interest to the visitors from the CDC: the importance of having the town centre and shopping areas active early

⁶²⁹ Russell and Eileen Ferguson Thomson, "Design and the Environment: Cumbernauld," (Holmes McDougall Limited, 1975), 9.

⁶³⁰ Kenneth J Robinson, "The Pedestrian's Town," *Cumbernauld News* 25 August 1961.

⁶³¹ Anonymous, "Braehead Tenants Begin Flit to Fleming Road," *Cumbernauld News* 29 December 1961.

⁶³² CDC, "Cumbernauld Development Corporation Second Report for the Year Ended 31st March 1958," in *New Towns Annual Report* (Edinburgh: HMSO, 31 March 1958), 11.

on, pedestrian circulation, housing standards and layouts especially with regards to high-density developments, and the fundamental part of quality landscaping.⁶³³ The popularity of Scandinavian architecture and design had devout followers within the ranks of the CDC architects and planners who did not need to be persuaded. Roy Hunter, for example, was a self described "Scandinavian", as opposed to others who followed Le Corbusier.⁶³⁴

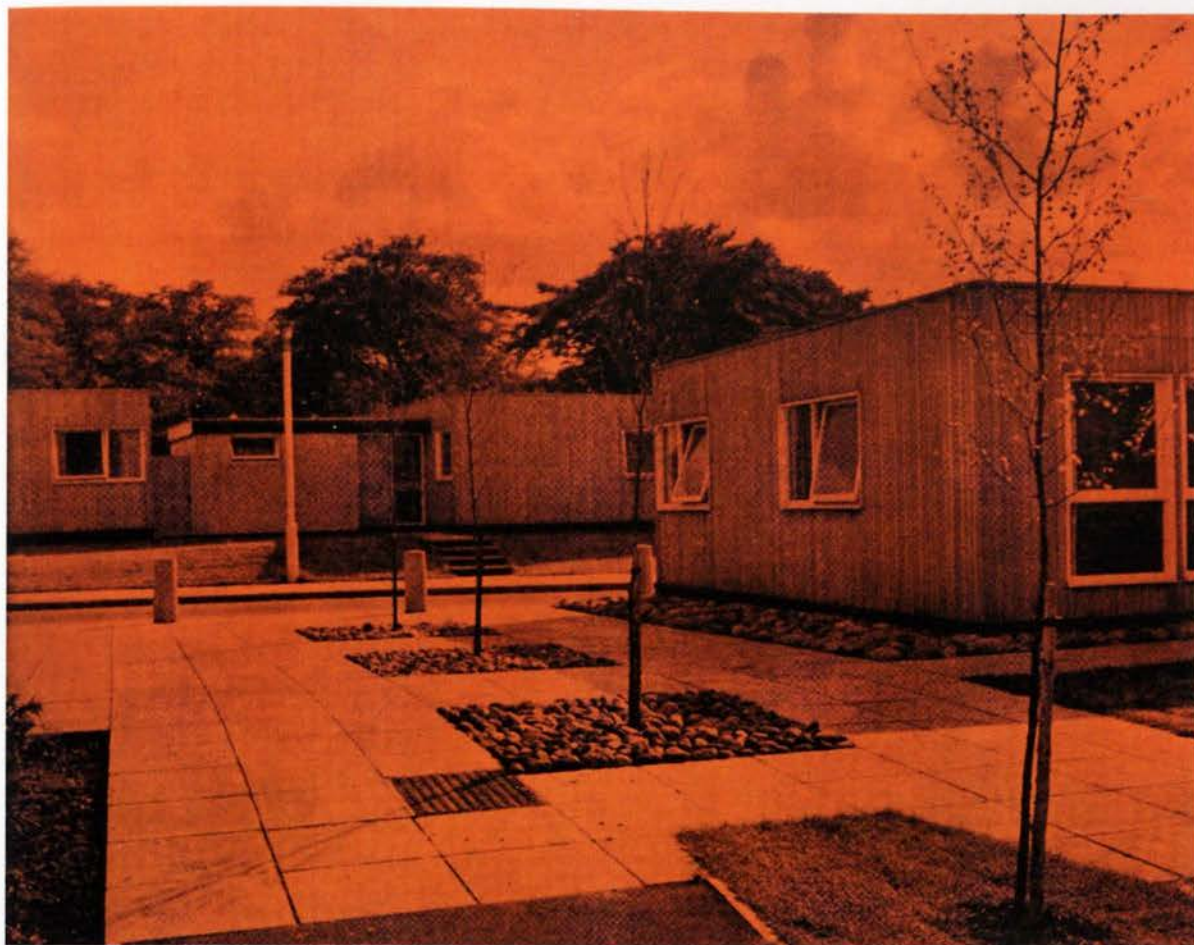
Park 1 introduced to the CDC the problem of producing suitable houses for the staff of the Burroughs factory in a short time: sixteen months from design to completion (figure 30).⁶³⁵ Precociously, this process included elements of 'user participation' in design. Alex Kerr, one of the architects for this housing area, recalls the difficulties of working with the future users of the dwellings: the trickiest aspect of the design process was being bombarded by the many qualities of a home thought necessary by the wives of the Burroughs foremen.⁶³⁶ The site, lying on the north-east slope of the hill on the edges of the Cumbernauld House park, contained both sloped land and relatively flat land (see Appendix: Park 1).

⁶³³ ———, "Minutes of General Meeting 3 September 1957 [NLA UT/41/2]," (Cumbernauld: 3 September 1957).

⁶³⁴ Glendinning, Taylor, and Watters, "Interview with Roy Hunter."

⁶³⁵ CDC, "Minutes of Meeting of General Committee 14 March 1957 [NLA UT/41/2]," (Glasgow: 14 March 1957).

⁶³⁶ Taylor, "Interview with Alex Kerr."



**Figure 30 View of the Park 1 area, Cumbernauld
(CDC, Undated Cumbernauld Pamphlet, Collection of Sir John Knight)**

This variety in topography stimulated a variety of housing: the site included thirty-eight single storey Swedish timber houses of the style used in school building, planned in two groups with footpaths in front and service roads at the rear giving access to garages, all on flat ground; and on the more steeply sloped ground there were planned maisonette blocks grouped at the south-east end of the site around existing trees (figure 31). The timber patio houses were Scandinavian not only in terms of style, but also Scandinavian, or more precisely

Swedish, in layout:⁶³⁷ the houses would form fingers that spread out into nature, not unlike the plans for the redevelopment of Stockholm.⁶³⁸ Constructionally, they used the Medway System of prefabrication recently developed in England.

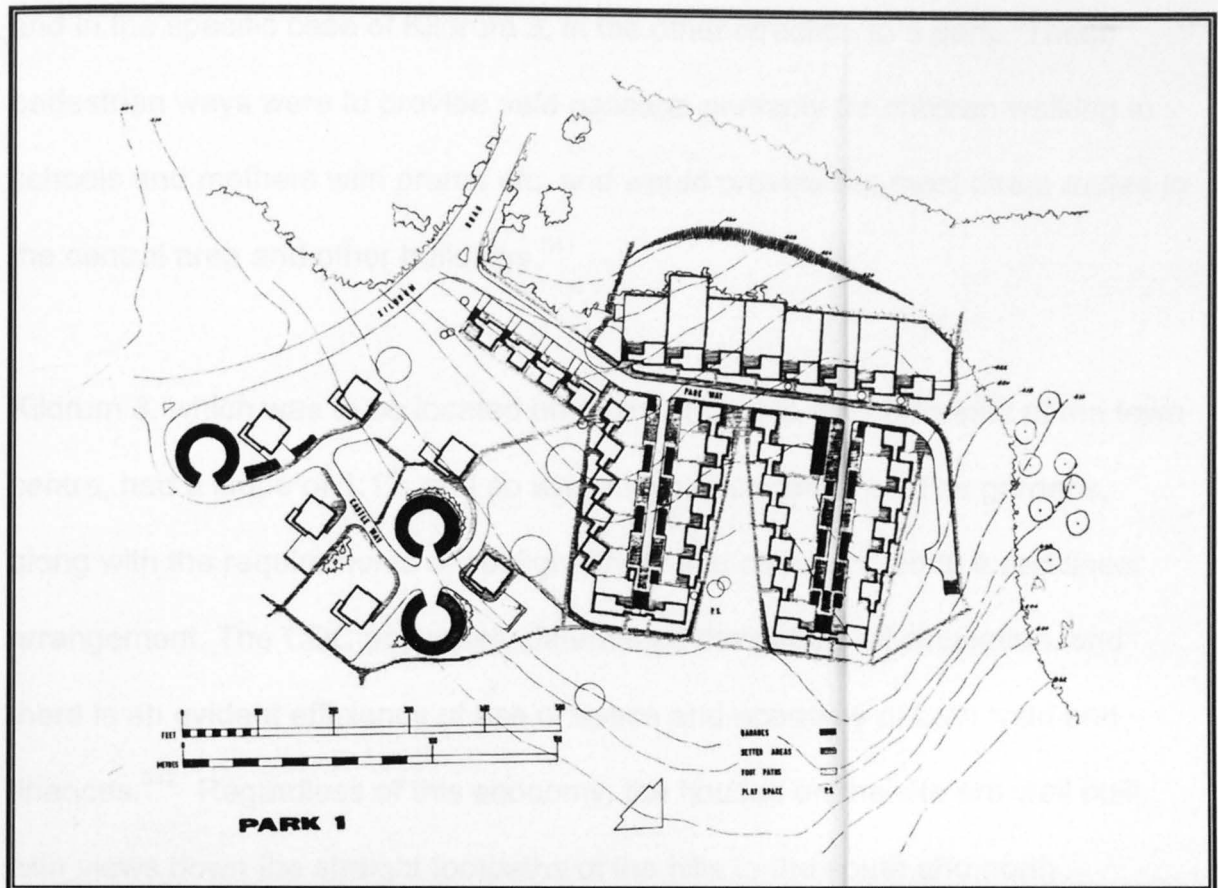


Figure 31 Park 1 layout (CDC, *Technical Brochure*)

Kildrum 3 was the first area of housing to be produced by the architects department for normal town usage.⁶³⁹ This set precedent for how the housing areas were chosen: examining the master plan and periphery main roads with

⁶³⁷ Ibid.

⁶³⁸ Ibid.

⁶³⁹ CDC, "Kildrum 3 Housing Site [NLA UT/81/6]," (3 June 1957).

the bus services along them delineated sites. Housing sites were to be developed from these roads by loop roads and cul-de-sac leaving uninterrupted pedestrian routes between them leading to the central area in one direction,⁶⁴⁰ and in the specific case of Kildrum 3, in the other direction to a park. These pedestrian ways were to provide safe passage primarily for children walking to schools and mothers with prams etc, and would provide the most direct routes to the central area and other buildings.⁶⁴¹

Kildrum 3, which was to be located on a plot of land to the north-east of the town centre, had a slope of 1:12, and so was suitable for gardens. The gardens, along with the requirements of sunlight angle and direction, led to a rectilinear arrangement. The CDC accurately determined the pattern of circulation, and there is an evident efficiency of use of space and economy of both road and finances.⁶⁴² Regardless of this economy, the houses on the site are well built, with views down the straight footpaths of the hills to the south and north.

These three housing developments, Kildrum 1, Park 1 and Kildrum 3, were the only three completed by 1961, providing approximately 440 dwellings of which a good deal would house Burroughs' and CDC employees. The CDC felt the need to explain such slow progress in constructing housing. Working out the unusual plan entailed a certain amount of initial delay which might not have

⁶⁴⁰ Ibid.

⁶⁴¹ Ibid.

⁶⁴² Lyddon, "Cumbernauld: The Housing Pattern Discussed," 418.

been encountered if the basic proposals had involved a lesser departure from preconceived ideas held in certain quarters as to the form of planning which might have been adopted".⁶⁴³

3.2 Industry

Prior to any housing, however, the Burroughs' Adding Machine Factory was begun, the first part of which was completed early in 1958.⁶⁴⁴ Almost no evidence remains at the North Lanarkshire archives or the National Archives of Scotland covering to discussions that encouraged the American based company to settle one branch of their production on a site fourteen kilometres from Glasgow. The individuals who would have been involved in the very earliest stage of town development, even before the first members of the architectural, planning or engineering teams were engaged, are not available to question.

Despite the good fortune of having such a prominent company agreeing to build at Cumbernauld before the new town was actually designated, the CDC had much more to do to attract jobs to the town. Employment within the town was of the utmost importance to a new town, being the make or break factor in a town's autonomy and playing a significant role in the town's regional importance, and

⁶⁴³ CDC, "Cumbernauld Development Corporation Fourth Annual Report Year Ended 31st March, 1960," in *New Towns Annual Report* (HMSO, 31 March 1960), 21-2.

⁶⁴⁴ ———, "Cumbernauld New Town: Preliminary Planning Proposals," 14.

having a firm like Burroughs Adding Machine Ltd, "has given the Corporation a most encouraging start in their task of creating in Cumbernauld, not a dormitory suburb, but a complete self-contained town with its own industries and its own commercial, educational, social and cultural facilities".⁶⁴⁵ The CDC's wish to be allowed to build advance factories, ready for immediate occupation, was therefore logical. Advance factories, shells for industrial production, were believed to "assist in attracting to Cumbernauld not only new industries but established industries which may, because of the progress of urban redevelopment, be seeking new sites".⁶⁴⁶

The advance factories while built in the new town, were seen less in terms of more a provision of industrial space and more as an inducement to attract industry in. Once the industry was in Cumbernauld firms were expected to move into larger, custom-built premises: the advance factories would "open the way to the new town in an industrial sense".⁶⁴⁷ This was the first of many incentives, apart from those already put in place by the government, in terms of massive financial grants available for firms relocating out of those hotspots of overcrowded industry, to bring industry to Cumbernauld.

⁶⁴⁵ ———, "Cumbernauld Development Corporation First Report (16 February 1956 to 31 March 1957)," 12.

⁶⁴⁶ ———, "Cumbernauld Development Corporation Second Report for the Year Ended 31st March 1958."

⁶⁴⁷ ———, "Meeting with Glasgow Corporation's Joint Special Sub-Committee on Housing Needs to Discuss the Movement of Certain Industries from Glasgow to Cumbernauld [NLA UT/41/2]," (Cumbernauld: 30 September 1957).

Other opportunities for luring industry to Cumbernauld New Town were many. The CDC was allowed to offer concessionary rates to interested industrialists, transforming what might have been a move for a move's sake into a profitable financial deal. The CDC also produced an 'Industrial Brochure', which was mailed to industrialists in the United Kingdom and abroad. Along with Glenrothes and East Kilbride, Cumbernauld took part in the Scottish Industries Exhibition in 1959, and provided information for the New York World's Fair in 1960.⁶⁴⁸ With such publicity the CDC hoped enough industry would be brought to the town to give it purpose.

Cumbernauld was, in the first few years of its life, successful in attracting new industry from elsewhere. One firm, BMB, or British Manufacture Bearings, decided it wanted to relocate from Crawley to Cumbernauld. Douglas Stonelake and one or two colleagues went to visit the established firm in Crawley to better understand how to fit out the factory in Cumbernauld. After receiving massive financial grants from the government, moving to Scotland, settling in Cumbernauld and providing several hundred jobs – all of which made the Scottish papers - the firm became bankrupt: "Completely pear shaped. The administrators came in and this crowd was seen the weekend before in their cars going out, stocking up with booze at the supermarkets and filling up their

⁶⁴⁸ ———, "Cumbernauld Development Corporation Fourth Annual Report Year Ended 31st March, 1960," 14.

cars before this lot came and impounded everything".⁶⁴⁹ The financial incentives were sometimes seen as saving graces, but even a new town could not save a company that was economically floundering.

3.3 Early Community Development

Religion staked a presence in all new towns, as there was nowhere better to show how forward thinking the church – of whichever denomination – could be, nor a better place for an attentive flock, as in the early days of each new town there was little else to do, with most socialising revolving around the house of worship. In this Cumbernauld was no different from other new towns, being the eventual home to around twenty different churches. By 1957 four sites had been designated for Roman Catholic churches in Cumbernauld.⁶⁵⁰ The Catholic Church had a new parish policy, providing one church for every three thousand Catholics, and with an estimated Catholic population of twelve to thirteen thousand at Cumbernauld around four such houses of worship would be necessary.⁶⁵¹ Each was to seat five hundred parishioners, have a presbytery, room for a church hall and also ground space for parking.⁶⁵² The CDC, as with

⁶⁴⁹ Jessica Taylor, "Interview with Douglas Stonelake," in *Dictionary of Scottish Architects Historic Scotland Post-war Interview Programme* (Glasgow: 4 November 2008).

⁶⁵⁰ CDC, "Housing Committee Minutes [NLA UT/81/6]," (19 February 1957).

⁶⁵¹ ———, "Housing Committee Minutes (Meeting with Dunbarton County Council) [NLA UT/81/6]," (14 March 1957).

⁶⁵² Ibid.

schools, was not to design the churches, the religious bodies being responsible for choosing the architects.

No church was actually available in the new town until a few years after houses were first inhabited. These first residents were expected to use either the existing churches in Cumbernauld Village⁶⁵³ (though making the journey from Kildrum down Wilderness Brae in one's Sunday best must have proved difficult) or to later use the temporary school buildings. One of these temporary churches was built near the Kildrum 3 housing area by 1959.

In October of 1957 the Scottish Episcopal Church was in touch with the CDC requesting use of almost an acre of land near the town centre.⁶⁵⁴ This request for land developed into the Episcopal Holy Name Church, designed by Hugh Wilson, the plans for which were being prepared in 1960 (figure 32). The church was to be the only Episcopal Church in the new town,⁶⁵⁵ and so received its central location without much discussion.

⁶⁵³ "Reports of the Cumbernauld, East Kilbride, and Glenrothes Corporations for the Year Ended 31st March, 1958," (Edinburgh: HMSO, 29 July 1958), 13.

⁶⁵⁴ ———, "Housing Committee Minutes [NLA UT/81/6]," (Cumbernauld: 15 October 1957).

⁶⁵⁵ "Reports of the Cumbernauld, East Kilbride, and Glenrothes Corporations for the Year Ended 31st March, 1960," (Edinburgh: HMSO, 27 July 1960), 16.



**Figure 32 Holy Name Scottish Episcopal Church, Cumbernauld
by Hugh Wilson, from 1960 (photograph by the author)**

As the population was slowly but steadily increasing, already reaching 3,560 residents by the end of 1958,⁶⁵⁶ and more seats in churches were needed, the Cumbernauld Village church required supplementation; the Church of Scotland Home Board decided to erect a temporary hall church in Kildrum towards the end of 1959.⁶⁵⁷ This hall was on a site next to Kildrum 3. An appointed architect was already busy planning the first Church of Scotland in the new town proper to be located south of Kildrum 5,⁶⁵⁸ what is now Kildrum Parish Church by Alan Reiach. The first Roman Catholic Church was also being developed for a location near Kildrum 3 housing area.⁶⁵⁹

⁶⁵⁶ CDC, "Cumbernauld Statistical Trends [CDC/6/73/P]," (Cumbernauld: 1973), 1.

⁶⁵⁷ "Reports of the Cumbernauld, East Kilbride, and Glenrothes Corporations for the Year Ended 31st March, 1960," 16.

⁶⁵⁸ Ibid. and CDC, "Minutes of Meeting," (Cumbernauld: 21 June 1960).

⁶⁵⁹ "Reports of the Cumbernauld, East Kilbride, and Glenrothes Corporations for the Year Ended 31st March, 1960," 16.

However, churches in the housing areas, both temporary and permanent, were not the only consumers of the free land in the new town; having a church was not enough for some denominations. The Church of Scotland went so far as to ask for a hut in the town centre. This testifies to the important link between new towns and religion: churches could have been sought by the new residents due to, of course, faith and the significance of the church socially, or the religious bodies recognised the fresh community as a place to encourage and influence, knowing that social facilities would be few and knowing their role could be great. Whatever the reason, churches played a large role in the early years of the new town, both socially and in the occupation of acreage.

Schools, like churches, were designed by architects not employed by the CDC; the school programme being the responsibility of Dunbarton County Council. The County's Education Committee was responsible for engaging architects to work on schools in Cumbernauld. Of course, the design would have to be accepted by the CDC, but without any information to the contrary, all were accepted. Each school was allocated ten acres of land for development in the *Preliminary Planning Proposals*, which was altered in later reports, due to land availability between housing sites and the number of schools required. Primary schools were allowed 4.5 acres, while the secondary schools were designated twelve, and later sixteen, acres.

A temporary school in the Kildrum area provided for the new town until the early 1960s, built using Medway prefabrication timber construction.⁶⁶⁰ At this time the first permanent primary school and the first permanent Roman Catholic primary school were opened, both in Kildrum, the first of which was designed by Gillespie Kidd and Coia. This school, and its accompanying nursery school, was largely demolished by 2008, to make way for new housing developments and a more modern school. The first comprehensive school was also being planned by 1960. This was to lie outside of the Kildrum ring road and would later become famous after being included in the film *Gregory's Girl*.

Both churches and schools were to fit in with their surrounding CDC designed buildings. In terms of church design, "the architect or architects to be appointed by the archdiocese for the churches for the new town would be instructed to keep in close touch with the corporation's chief architect".⁶⁶¹ Unification and continuity were two of the key points stressed strongly by the CDC.

⁶⁶⁰ CDC, "Minutes of Meeting of General Committee 28 March 1957 [NLA Ut/41/2]," (Glasgow: 28 March 1957).

⁶⁶¹ ———, "Housing Committee Minutes (Meeting with Dunbarton County Council) [NLA UT/81/6]."

SECTION 4 CONCLUSIONS

Once the CDC had decided on the hilltop site for the town, as opposed to the DHS's concept of a town focused to the south of the hill, they were able to commence planning the compact, urban development. For the most part this early stage of development at Cumbernauld adhered to the vision for the town in the *Preliminary Planning Proposals*, and the *First Amendment Report*, as summarised in Chapter 6.

The most significant change between designation and 1960 was the development of the road system from a radial plan to a hybrid linear/radial plan with a strict hierarchy of roads. The change in the road layout, apart from requiring a vast amount of research and analysis, let alone developing new ways for measuring traffic flows, required more land than was expected in the *Preliminary Planning Proposals*.

As the plan developed through to 1959 and 1960 the basic form and location of the town remained the same: the neighbourhood unit continued to have no part of Cumbernauld New Town and the town's 50,000 inhabitants were to be contained on the hilltop site with future provision for potential satellite villages. The strong concept of densities stepping up from seventy to 120 people per acre, as one approached the town centre, was weakened to a general carpet density of around eighty people per acre with small areas of one hundred to 120

people per acre in the town centre. While the reasons behind this action might have been sound, being based as already mentioned on land form and soil quality, a carpet density would make the task of varying levels of urbanity around the town difficult.

The shift in the writings of the CDC justify this change, as they justified the graduated densities:

It seems that the essential quality of urbanity in a town cannot be achieved without densities higher than those adopted in most of the post-war schemes; it may be possible to simulate outward appearances in certain street pictures, but there is more to it than that. Urbanity represents a way of life in which the concept of the town as a meeting place plays an important part.⁶⁶²

Focus has subtly transferred from the importance of the structural in the creation of an urban place to being about something 'more'.

The fact that there was preparation for overspill from the hill onto the surrounding ground even in the *Preliminary Planning Proposals* was a watering down of the compact urban town concept, and was the first of the original, determinedly different, design principles that was softened for one reason or another. The single compact town unit was turned into a not so compact unit with satellite villages, almost without notice, because of its fleeting inclusion in the original plan.

Industry, being key to any new town's success, was primarily planned for the

⁶⁶² ———, "Cumbernauld Technical Brochure," (Cumbernauld: [1964?]).

edges of the new town at developments to the north and south of the hilltop.

Wilson's call for less strict zoning was included in the *Preliminary Planning Proposals* and incorporated into this first phase of development in the form of an advance flatted factory in Seafar, completed in 1961, and a group of workshops in Muirhead, proposed in 1960.

The characteristics that were to make Cumbernauld new and different were for the most part being carried through into practice. However this was about to change in 1960 when the target population of the new town was increased from 50,000 to 70,000 by the Secretary of State for Scotland. This gave the CDC need to put their expansion concept of satellite villages into practice from 1960 onward which will be discussed in the following chapter.

CHAPTER 8 CUMBERNAULD: 1960 to 1967

SECTION 1 INTRODUCTION

Six villages in search of a town.⁶⁶³

In 1960 John Maclay, the Secretary of State for Scotland from 1957 to 1962, increased the population target of Cumbernauld New Town from 50,000 inhabitants to 70,000. The *Preliminary Planning Proposals* and its first amending report had provided for a town with a population up to 50,000, with only vague hints at what would happen was either the population to increase or problems developed with housing the full 50,000 on the proposed site.

The Secretary of State's increase of the population target meant the original plan would have to change, if not completely, significantly. Either the compact urban development would have to be boosted, or additions would have to be made to what would have been the town according to the original plan. The second option was chosen, and from 1960 the CDC put this into effect.

August 1962 brought Hugh Wilson's resignation,⁶⁶⁴ and move into private practice (setting up a joint practice with former Sheffield architect Lewis

⁶⁶³ Zweig, "The Cumbernauld Study," 22.

Womersley); thereafter Wilson was retained as part time consultant.⁶⁶⁵ While keeping one foot in the town, having an office there and also designing, with his partner, housing and a church in Cumbernauld, the fervency of the earlier period left with him, and his interests became increasingly distant, being uninterested with what was going on at Cumbernauld and more and more focused on England.

Along with this change to the town form, the period from 1960 to 1967 witnessed the planning and construction of the town centre, which was opened in 1967. Being of such interest to the architectural press and its readers, the town centre played a key role in the history of the new town, both attracting architects and being accused of deterring consumers.

This chapter will look at the development of Cumbernauld from 1960 to 1967, looking first at the direct results of the increase in target population on the town plan, and then at development of the town with a survey of progress in industry, housing and communication of this period.

⁶⁶⁴ CDC, "Minutes of Meeting 21 August 1962 [NLA UT/43/1]," (Cumbernauld: 21 August 1962).

⁶⁶⁵ ———, "Minutes of Meeting 4 September 1962 [NLA UT/43/1]," (Cumbernauld: 4 September 1962).

SECTION 2 DEVELOPMENT OF THE PLAN

2.1 Increase in Target Population and its Effects

In 1960 the Secretary of State for Scotland, John MacLay at the time, increased the population target of the new town from 50,000 inhabitants to 70,000. James Scott Wood claimed that this actually happened by accident: MacLay, in a speech, made a slip and instead of saying 50,000 said 70,000.⁶⁶⁶ Panicking, the CDC began to think through their earlier 'plan B' of putting the surplus 20,000 people in satellite villages around the hilltop site. In addition, the CDC was already having trouble locating the original population target on the hill-top site.

Accordingly other pockets of land were examined within the designated boundaries. This resulted in the adoption of Condorrat, Cumbernauld Village, Wardpark, and Abronhill. Cumbernauld Village and the smaller Condorrat are both old settlements with some, if limited, facilities, while Wardpark and Abronhill were only small steadings. The CDC, largely rejected the concept of the neighbourhood unit in the *Preliminary Planning Proposals*, now believed the proposed satellite villages of Condorrat, Cumbernauld Village – though infill housing was being built by the CDC as early as 1959 – and Abronhill would not modify their position.

⁶⁶⁶ Jessica Taylor, "Interview with J S Wood," (Kilmarnock: 28 January 2008).

In spite of this, in all but name these extension areas were to embody everything the neighbourhood unit concept was known to entail: referring to the new planning pattern as a 'cluster city', the CDC described the proposed offshoots as "smaller compact urban units of varying size", all "linked together by an efficient road and footpath system".⁶⁶⁷ Each would have its own facilities, such as shops, but would depend on the town centre for everything else, as was the case in the original areas such as Kildrum and Seafar.

By the late 1960s, when developments at Abronhill and Condorrat were in full swing, the overlooked mentioning the altered planning strategy in publications. In 1968 the CDC wrote that, "The neighbourhood system of planning in the earlier New Towns has been abandoned in favour of an integrated town in which dwellings are grouped closely around the central area. The population, served by adequate main road and separate pedestrian footpath systems, will be within easy access of the major shopping, commercial, administrative and cultural buildings while being in close visual and physical contact with the surrounding countryside".⁶⁶⁸ Nevertheless by 1968 Abronhill 1 had been completed, Abronhill 2 was nearly so, and progress in the Village was also well under way. The CDC knew that its creation of semi-autonomous satellite units constituted, in effect, a revival of the previously rejected neighbourhood unit formula, but left out such information when providing readily accessible information on the town.

⁶⁶⁷ CDC, "Cumbernauld New Town: Preliminary Planning Proposals Second Revision."

⁶⁶⁸ CDC [Information Centre], "Cumbernauld New Town [NLS 6.1716]," (Cumbernauld: 1968), 1-2.

This is why the belief that Cumbernauld completely abandoned the neighbourhood unit is still so prevalent today, though the principle was dropped from 1960.

The roads continued in this manner, forming a very comprehensive system for cars, despite early confusion with unfamiliar junctions, until the addition of the satellite villages to house the increased population from 1960. Scott Wood said of the extension pockets of development, "that was when the road pattern to my mind started going awry. Then, it was the start of the falling apart of the whole system".⁶⁶⁹ As a further 20,000 people could not be housed as intended on the hilltop site, let alone all of the 50,000 people included in the original population, the designated area was scoured for new development sites. "Directors started coming down and start looking at Abronhill and.[...]that was the start of the slippery slope: the pedestrian path systems and the road traffic segregation systems all started falling apart".⁶⁷⁰

⁶⁶⁹ Taylor, "Interview with J S Wood."

⁶⁷⁰ Ibid.

SECTION 3 DEVELOPMENT OF THE TOWN

3.1 Industry

By 1962 problems were emerging, especially in the area of industry: Burroughs Machines Company hinted at possible closure due to low productivity,⁶⁷¹ an early warning sign of the difficulties of industry in the new town. For a new town to be successful, it had to provide jobs for the working inhabitants. Cumbernauld had great difficulty achieving full, or even partial work in the new town. In 1962 Telehoist set up shop in the Blairlinn industrial area and received over two hundred job applications, over half of which come from people in Cumbernauld, and only 50 of these people would be offered jobs.⁶⁷² The fact that over one hundred of the applications were from Cumbernauld residents is interesting as the line was that there was full employment in the new town at the time.⁶⁷³ Other firms encountered similar problems have appeared to other firms; Edmunds Walker regularly turned Cumbernauld residents away due to the lack of jobs at the firm.⁶⁷⁴

Some put Cumbernauld's employment dilemma down to the fact that there were not enough jobs for the labourers. The residents of the town believed the

⁶⁷¹ Anonymous, "Burroughs Warn Their Workers," *Cumbernauld News* 19 January 1962.

⁶⁷² ———, "The Big Problem of the New Town," *Cumbernauld News* 2 March 1962.

⁶⁷³ Ibid.

⁶⁷⁴ Ibid.

opposite: "The...more plausible theory would be, assuming that there are plenty of jobs, the workers find the wages in some of the factories unsatisfactory".⁶⁷⁵

The higher cost of rents and rates in the town, paired together with the cost of moving in the first place, made living in the new town much more expensive than in Glasgow, though worth the expense because of the promised facilities and most importantly the house. The opportunity to pay for it all had to be provided. However, as, to turn a quote of Vladimir Bodinsky around, man cannot give more than he receives.⁶⁷⁶ However, the Burroughs' Adding Machine Factory was established, and the factory's need to house its employees, decamped from elsewhere in the United Kingdom, supplied the Development Corporation with one of its first tasks.

The *Cumbernauld News* focused a great deal on industry in 1962, realising its utter importance, and that of full local employment, in a new town: "The most important stimulus that the town could possibly have is quite simple; more and more industry. Everything that can be done, and is not at the moment being done, to induce industry here should be tried now, because on industry rests the fate of Cumbernauld",⁶⁷⁷ and try the CDC did. The *Cumbernauld News* even linked industry, and therefore employment, to whether or not a settlement was a

⁶⁷⁵ Ibid.

⁶⁷⁶ Theo Crosby, "The Charter of Habitat," *Architectural Design* (September 1955). Quoting Vladimir Brodiansky's *The Charter of Habitat*: "Society can not give more than it receives."

⁶⁷⁷ Anonymous, "The Big Problem of the New Town."

town, obliterating the earlier urbanity based on density and aesthetics of the CDC:

The growth of any "New Town" is based entirely on industry. A high density of population is seldom found where no major industry exists. Therefore it follows that before Cumbernauld can really be considered as a New Town there must be enough industry in it, and around it, to employ all the working inhabitants.⁶⁷⁸

The CDC did have some success in attracting industry to the new town in the early 1960s. A £330,000 factory for Rubery, Owen and Co of Darlaston in Staffordshire, moved to Cumbernauld in 1962 bringing 350 jobs with them,⁶⁷⁹ as well as smaller firms such as Smith Fullerton Ltd of Glasgow and Star Architectural Ironworks (Glasgow) Ltd, who moved into advance factories in Blairlinn.⁶⁸⁰ The firm Blackwood Hodge, dealing with the sales and service of excavating equipment, moved to the new town in 1962, settling in Ward Park across from Burroughs.⁶⁸¹

Following national trends relayed through analysis and reports, which pointed to a reversal from employment in manufacturing firms to offices, the CDC adapted their plans. These "envisage a much larger variety of non-manufacturing employment in Cumbernauld, not only to provide varied openings for the second generation, but also to attract from Glasgow a properly varied cross-section of

⁶⁷⁸ Ibid.

⁶⁷⁹ ———, "£330,000 Factory Will Be Built for Cumbernauld," *Cumbernauld News* 16 March 1962.

⁶⁸⁰ ———, "Precision Engineers Will Move to New Town," *Cumbernauld News* 13 April 1962.

⁶⁸¹ ———, "New Firm Settles In," *Cumbernauld News* 9 March 1962.

families",⁶⁸² with the hope of creating more opportunities and therefore a more stable economy. Jobs for women were also lacking: two positions for a school cleaner were competed for by forty-seven women, thirty-four of whom were under the age of forty and so could easily have found "more energetic jobs where the pay would be higher",⁶⁸³ if such jobs existed in the town.

Though the CDC's interest in bringing office work to the new town began in the early 1960s, they continued along this line of employment until much later.

Around the late 1960s there was a question of moving civil servants out from London. Brigadier Cowan, Chief Executive for the CDC from 1970 to 1985, was acquainted with the man responsible for the administration of this process, who in turn did his best to move civil service employment to Cumbernauld. Some jobs were indeed move to the new town; some of these were to be from the Inland Revenue. In 1978 the CDC was boastful in its publicity pamphlets:

A major feature is a big Government computer centre 20,000 sq. metres (220,000 sq. ft.) for the Inland Revenue to the northwest of the Town Centre, which will eventually establish Cumbernauld as a centre for white collar workers and will create high quality employment for many well educated school leavers.⁶⁸⁴

However, the main group that came to view the possible locations for the civil service jobs preferred East Kilbride to Cumbernauld due to its proximity to Glasgow, so most jobs went there.⁶⁸⁵

⁶⁸² CDC, "Cumbernauld New Town: Preliminary Planning Proposals Second Revision," 13.

⁶⁸³ Anonymous, "The Big Problem of the New Town."

⁶⁸⁴ CDC, "Cumbernauld, Fact No. 6 [Pamphlet at NLA]," (May 1978).

⁶⁸⁵ Taylor, "Interview with Brigadier Colin H Cowan."

All through the 1960s attracting employment to the new town was a struggle. "The fact that Cumbernauld did not attract sufficient industry and commerce, in spite of large building grants, loans, training subsidies and other forms of assistance, is a very great disappointment both to the Corporation as well as to the residents".⁶⁸⁶

Not being able to draw in employment in any form had a greater effect on the town than socially and economically. The residential and industrial mixed-use aspect of the town was dropped after the construction of the flatted factory in Seafar and the workshops in Muirhead, one of which became a library. The switch from manufacturing industry to office employment and the service industries provided ample opportunities for the CDC to incorporate these clean and small uses around the town, not focusing on the town centre. However, the CDC did not do so, the majority of employment remaining either in the town centre, in the outlying industrial estates, or in Glasgow.

Other functions besides dwellings did exist in the residential areas, as usually occurs even in the most strictly zoned areas: Wilson set up an office in Seafar, as did Bill Gillespie, head of the landscape department, a hair salon filled a room at the ground floor of Gillespie Kidd & Coia's maisonette blocks, a medical centre was located at the centre of Kildrum, and of course there were the small

⁶⁸⁶ Zweig, "The Cumbernauld Study," 29.

grocery shops provided in each area. On several occasions small shops were placed next to community centres and sometimes pubs. Kildrum is one example of this, where existing farm buildings were converted to a shop, post office and small communal space (see appendix Kildrum 6 and 7). Another example would be the grouping located in Carbrain 9 (figure 33). But this was not sufficiently mixed to provide what is so attractive about mixed-use development: the liveliness caused by the constant flow of people.

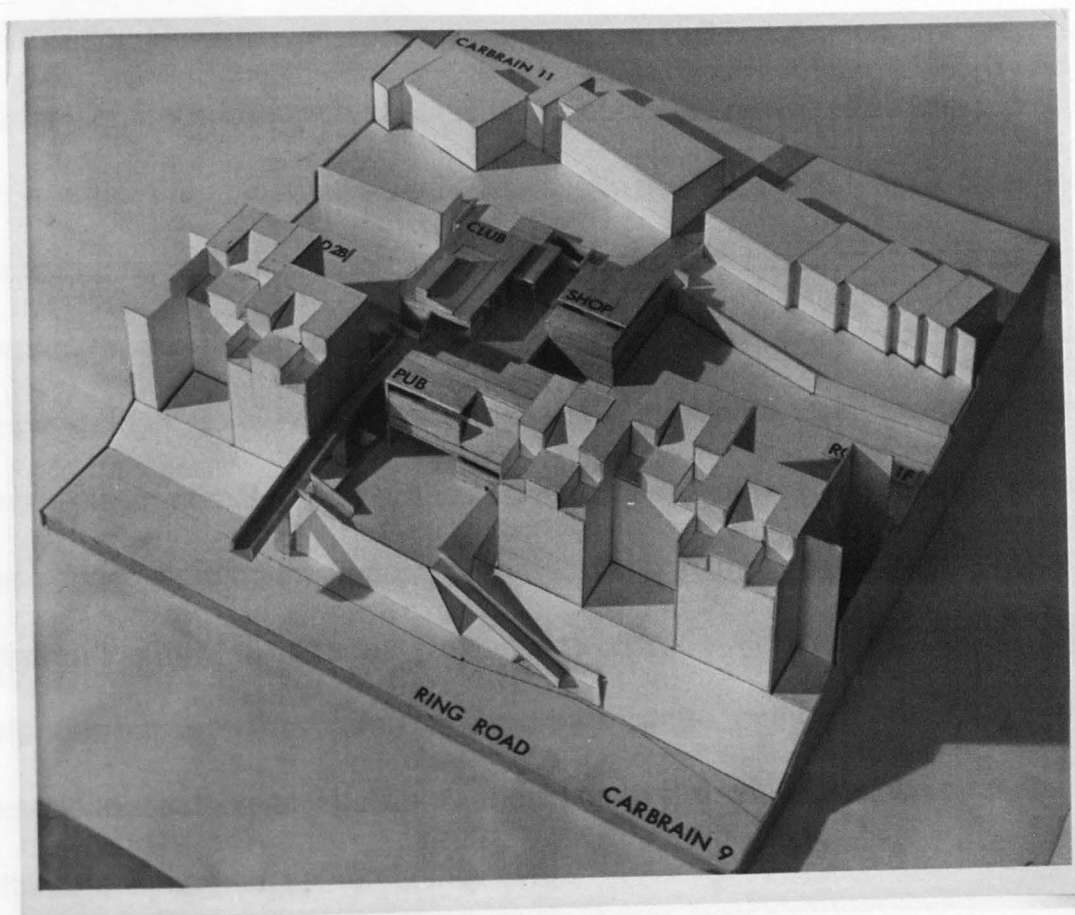


Figure 33 Model of small centre at Carbrain 9 (NLA UT/168/2)

3.2 Roads and Footpaths

Based on the expansion of the town to include developments at Abronhill, Condorrat, Cumbernauld Village and Wardpark, the road system also required extension. Road planning for these satellite villages continued, based on the overall plan, with projections made in the First Addendum Report providing the necessary information on which to base any new roads.

The existing footpath system was also to extend to the proposed new areas. The lack of any information about distances from the new areas to the existing; and whether these footpaths would be used in the furthest of these new areas points to the footpaths being continued purely to save face. The policy for footpaths within the housing areas remained constant, providing direct routes for the pedestrian, "to give access to the major and minor foci", such as the town centre, playing fields, pubs, schools, shops, the surrounding countryside, etc.⁶⁸⁷ The *Second Addendum Report* pays little attention to the pedestrian links between the new, extraneous sites and the hilltop, specifically leaving out the distances between these areas and the town centre, being well over the prescribed distance all inhabitants should have to travel to visit the social, cultural and commercial hub of their town.

⁶⁸⁷ CDC, "Cumbernauld New Town: Preliminary Planning Proposals Second Revision," 23.

In terms of construction of the road system, Bennett Junction, part of the ring road, was opened on the last day of November 1961.⁶⁸⁸ Initially the junctions were not well received by residents, due to the perceived width, and to confusion, though it was expected that residents would learn how to use the junctions properly, and this would "greatly speed up the flow of traffic in every direction".⁶⁸⁹ Residents of the town had to look to the *Cumbernauld News* for instruction on how to approach and use this type of junction, needing a diagram and four inches of column space. Such an occurrence highlights the weakness of the link between the residents and the CDC, one providing new things for the other without providing the necessary information. Some contact was made between the CDC architects and residents in the form of annual reports on the progress of the new town.⁶⁹⁰

Further, the by-pass project, the diversion of the A80 to go around the hill instead of straight through it, was not approved until October 1962.⁶⁹¹ The plan included four new bridges, a grade-separated junction and a clover leaf junction. The road was intended to run from Auchkiln along the north-side of the village and cross over the existing A80 at Old Inns using a new fly-over, where it

⁶⁸⁸ Anonymous, "Ring Road Progress: Section Four Now Open," *Cumbernauld News* 1 December 1961.

⁶⁸⁹ Ibid.

⁶⁹⁰ ———, "Chief Architect Will Report," *Cumbernauld News* 15 December 1961.

⁶⁹¹ ———, "Cumbernauld by-Pass Project Approved," *Cumbernauld News* 12 October 1962.

continues to run parallel to the old A80 until joining up with the Denny bypass.⁶⁹² The whole project was to cost £1,280,000.⁶⁹³

In 1962 the flyover road system was begun, with an estimated cost of £400,000,⁶⁹⁴ incorporating all manner of interesting road engineering innovations such as trumpet junctions, one of which was located at the top of Wilderness Brae. The CDC regularly worked on roads at night to avoid causing traffic delays during the day. This of course had the element of surprise, as those going to work or shopping in the morning would often find that "where there had been mud there was now a new road and where the old road had been there was now more mud".⁶⁹⁵ Despite the confusion, residents were "proud of the masses of machinery making history at the top of the hill".⁶⁹⁶

In addition, the oil crisis of 1973 lowered car usage if not ownership, causing not only the roads to be under used, but the garages. The CDC, because of their in depth road analysis, assumed a high level of car ownership, providing a garage or parking space for each house, in comparison to the Mark I towns which allowed for one garage per every twelve houses, though some had revised

⁶⁹² Ibid.

⁶⁹³ Ibid.

⁶⁹⁴ ———, "£400,000 for New Flyover Road System at Braehead."

⁶⁹⁵ ———, "New Confusion," *Cumbernauld News* 13 July 1962.

⁶⁹⁶ Ibid.

upwards to one garage for four houses.⁶⁹⁷ The CDC began to find that their generous provision of garages, as approved by the British Road Laboratory, was not being taken up: "The Corporation started finding that the 2:1 ratio in garage supply wasn't being taken up...Suddenly you started finding that there were a lot of garages lying around that were empty and had been vandalized and were falling apart".⁶⁹⁸ Though Wood puts responsibility also to the weekly rent rates of the garages.⁶⁹⁹

While the garages might have proved wasteful, the roads did prove successful in one category: safety. Between January 1962 and June 1966 nobody at Cumbernauld died due to a road accident, while the national average for comparative road system was 3.8.⁷⁰⁰ Eleven people were seriously injured at Cumbernauld, and forty-one people slightly injured, compared to the national statistics of 50.8 and 179 respectively.⁷⁰¹ Indeed, the number of accidents involving death or injury in Cumbernauld was twenty-two percent of the National Average. "There can be little doubt that the principles of pedestrian and vehicular segregation and advanced road design are largely responsible".⁷⁰²

⁶⁹⁷ Carter, "Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962", 10-1.

⁶⁹⁸ Taylor, "Interview with J S Wood."

⁶⁹⁹ Ibid.

⁷⁰⁰ CDC, "Report on Road Accidents in Cumbernauld [NLA UT/45/2]," (Cumbernauld: 14 June 1967).

⁷⁰¹ Ibid.

⁷⁰² Ibid.

While the promise of the town centre attracted many foreign visitors to Cumbernauld, the roads and housing layout are what really impressed. Five French officials of an M.P. equivalent visited the town in 1962, finding the road proposals, along with the French Vice-Consul in Glasgow, futuristic and far ahead of their time.⁷⁰³ Not every visitor was so complimentary, Nicolaj Smirnov of Moscow, on visiting the town with the Housing Committee of the Economic Commission for Europe (part of the United Nations), said that in certain areas he was reminded of a prison.⁷⁰⁴

The first residents at Cumbernauld, those who arrived before the town centre was complete, were welcomed every time the need arose to leave their new home by long walks along muddy paths. With such difficulties, the pioneering attitude to life in a new town took over, and the tenants united, creating and signing a petition to the Cumbernauld District Council to have something done, after their own attempts at laying turf were thwarted by the removal of the turf from Longwill Terrace and its re-laying in Kildrum in time for a royal visit in April 1961.⁷⁰⁵

The pedestrian system also continued to be laid, though slowly, within each residential area. Often houses would be completed before the footpaths

⁷⁰³ Anonymous, "Visit from French Politicians," *Cumbernauld News* 9 March 1962.

⁷⁰⁴ ———, "Russians in Cumbernauld," *Cumbernauld News* 22 June 1962.

⁷⁰⁵ "News" Reporter, "Tenants Complain of Muddy Conditions," *Cumbernauld News* 1 December 1961.

connecting that area with other facilities existing in the town, forcing new residents to trudge through the mud to reach their destination. Many footpaths were not even completed by the opening of the first phase of the town centre. Scott Wood recalled, "everybody trekked all through the mud and up over the road buildings to get to it".⁷⁰⁶

The town's residents did not immediately understand the footpath concept. As parts of Carbrain were completed diagrams had to be included in the *Cumbernauld News* explaining the footpath routes, and explaining the difference between the two doors included in each house, one for the car area and one for the pedestrian paths.⁷⁰⁷ While the CDC was 'worried' at this, arguably more worrying was the fact that a brand new type of housing was being provided incorporating a new system of pedestrian safety and the CDC must not have been fully publicising it.

Regardless of the slow progress and the confusion, the spirit of making life easy for the pedestrian remained strong. Schemes were even sketched up for a connection between the railway station and the town centre to its north by a

⁷⁰⁶ Taylor, "Interview with J S Wood."

⁷⁰⁷ Anonymous, "Carbrain Appeal: Please Use Footpaths," *Cumbernauld News* 21 September 1962.

tunnel into the centre of the hill that joined a lift which would lead to the town centre building.⁷⁰⁸

Public transportation was also considered for the new town. The failure to implement any sort of public transportation system is one of the failings of the communications system of Cumbernauld. Once later extensions had been added pedestrian travel, for many, was not feasible. Roy Hunter, a CDC architect who witnessed the planning of the road system, recalled how Cumbernauld was planned on lines of car ownership going up and public transportation going down, allowing only for this and not taking into account the possibility that in the future this trend might reverse.⁷⁰⁹

Despite the heightened importance of the road system at Cumbernauld, the need for some sort of public transportation was made apparent by 1962. Two private firms applied for licenses but politics etc. complicated matters.⁷¹⁰ The Traffic Commissioners were to decide on which of the firms was allowed to run an internal service in the town, the Cumbernauld District Council was also

⁷⁰⁸ ———, "Cumbernauld Cableway Is Practicable," *Cumbernauld news* 12 January 1962.

⁷⁰⁹ Glendinning, Taylor, and Watters, "Interview with Roy Hunter."

⁷¹⁰ Anonymous, "Wanted - New Town Bus Service," *Cumbernauld News* 23 March 1962.

involved.⁷¹¹ While this business appeared to persist, the New Town Bus Service began on 7 May 1962, run by the Highland Bus Service.⁷¹²

Besides the buses as public transport within Cumbernauld, by 1963 it was still unsure whether Cumbernauld would be connected with its surrounding regional centres, or even its mother city of Glasgow, by rail. This decision was down to Dr Beeching, claimed British Railways in January 1963.⁷¹³

3.3 Town Centre

Work began in earnest on the town centre building at the very end of July 1962 with excavations carried out by the Dreit firm for £128,000 and Duncan Logan of Dingwall acting as main contractor.⁷¹⁴ Despite this start, work was still being done behind the scenes in the form of discussions between the CDC and the Central Government officials on the construction of the town centre building.⁷¹⁵

Copcutt designed the town centre in several phases. He meant the town centre to have, along with shops, housing in the form of penthouses which would sit

⁷¹¹ Ibid.

⁷¹² ———, "Highland Bus Service Advertisement for a New Town Bus Service," *Cumbernauld News* 4 May 1962.

⁷¹³ ———, "Your Move, Dr. Beeching!," *Cumbernauld News* 25 January 1963.

⁷¹⁴ ———, "Town Centre Excavation Begins," *Cumbernauld News* 3 August 1962.

⁷¹⁵ Ibid.

astride the shopping building, car parks below, a town hall, a reference and lending library, community centres, an hotel and a restaurant. Copcutt wanted a further entertainment building as an extension of one of the decks, which would include the auditoria, bowling lanes, dance floors, cafes and gardens. At the "heart" of all this would be a multi-purpose gallery for lectures, concerts and meetings.⁷¹⁶

His ideas were explained, with the input of Chief Architect and Planning Officer Hugh Wilson, in an issue of *Architectural Design* in 1963. In this Copcutt is idealistic, without talking complete nonsense: the features he imagines are not castles in the sky but a comprehensive town centre, his only foray into the unknown being the future possibilities and the advantages of building a, "permanent structure with demountable enclosures rather than to provide short-term buildings creating at any one time an indifferent environment or to accept the normal time-cycle of growth and decay with consequent social and economic disruption".⁷¹⁷ Many 'facilities' could already be piped into the home, he argued, rendering the traditional town centre soon (in the 1960s) to be useless.

A scheme for the town centre was submitted for approval in 1960 to the DHS.

The DHS, however, was concerned:

What causes us difficulty, however, is that it contains no assessment of

⁷¹⁶ Geoffrey Copcutt and DR Leaker and L Hugh Wilson, "Cumbernauld New Town: Central Area," *Architectural Design* 33 (May 1963): 211.

⁷¹⁷ Copcutt, "Cumbernauld New Town: Central Area," 211.

certain other aspects [apart from architectural and planning concepts] which are of equal importance with the architectural and planning considerations, in particular the economic, social and financial aspects. Before any useful discussion could take place, even in a preliminary way, we feel that we must know, for example, what steps you have taken to satisfy yourselves that shoppers, shopkeepers and the commercial property interests whom you would no doubt wish to interest in the project can be expected to accept such a radically different type of Town Centre or can be persuaded to do so in the course of time; we should need to know in broad terms how far you would expect the return on the property to be sufficient to offset the presumably high cost of construction; and, of course, we certainly could not get far without knowing, if only in the most general terms, what the cost would be.⁷¹⁸

The first part of the second phase of the town centre was to contain a car showroom and a public house but both facilities were withdrawn, the pub because of the town centre's close proximity to St Mungo's, and the showroom because of the negative response from distributors.⁷¹⁹

Copcutt's answer to this was that the centre "could become a gigantic vending machine through which the motorized user drives to return revictualled, or, more remotely, it could be turned over to industrial production".⁷²⁰ What exactly this was supposed to mean is uncertain, or if it has similarities to anything we use today, one writer for the Herald reads this almost psychedelic sentence as Copcutt's prediction of the World Wide Web years earlier than such a thing existed. Perhaps he was looking towards global companies such as Amazon.com, the online booksellers.

⁷¹⁸ DHS, "Letter to G. R. B. Macgill, CDC [NAS SEP 15/301]," (Edinburgh: 26 October 1960).

⁷¹⁹ Architect of Phase 2A, 9 October 1967 1967.

⁷²⁰ Wilson, "Cumbernauld New Town: Central Area," 210.

Describing his building in 1965 for the *Architects' Year Book*, Geoffrey Copcutt said that:

This [the town centre] is an attempt to create from a reinforced concrete carcase, a kit of parts, and a complementary rental policy, a form of development which will prolong the normal life-cycle of city centres. If central area functions, as we know them today, should decline, this structure can undergo considerable change of use. It would be inconsistent to claim the virtues of response to growth and change; and at the same time hedge the bet with the production of a jig-saw puzzle synchronizing infill with population growth. As the centre grows so will the passage of time be reflected.⁷²¹

Here Copcutt included several megastructural characteristics: firstly, the frame within which are housed the functions of a city (or urban area), and secondly the prolonged life of this frame past the life of its elements (the structure can undergo considerable change of use). Copcutt also said that the decks (referring to each deck-like level of the multi-storey town centre) "themselves can, of course, undergo considerable extension and permit a variety of forms to erupt through the structure; they will also allow the adoption of increasingly efficient vending and storage techniques".

The pedestrianised nature of the town centre potentially excited many, including the town's residents and local journalists: the vast pedestrian deck was compared to that of an aircraft carrier,⁷²² setting the stage for Hans Hollein's

⁷²¹ Copcutt, "Planning and Designing the Central Areas of Cumbernauld New Town," 244.

⁷²² Robinson, "The Pedestrian's Town."

Flugzeugträger in der Landschaft project of 1964 (figure 34), and the whole building described further as a "great beetle with its legs stretching away down the hillside – the legs being the footpaths".⁷²³ The promise of a shopping centre with regional status and its provision of employment for 4,200 people was also enticing.⁷²⁴ However, with the delays usual to the construction of a central area in a new town (see page 372), outlandish comparisons to large creatures and ocean liners could not satisfy the demands of those already living in the town: shops were needed. By 1961 there was mention of some temporary shops being erected along the South Muirhead Road.

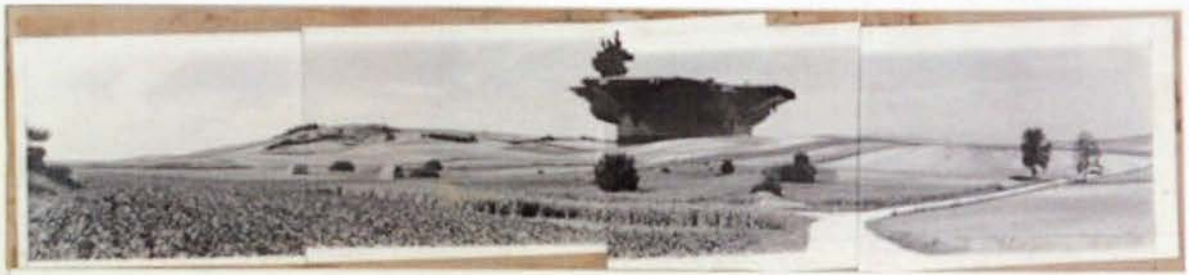


Figure 34 Flugzeugträger in der Landschaft (Aircraft Carrier in the Landscape) by Hans Hollein, 1964 (Museum of Modern Art Collection)

The idea of temporary shops was one of two schemes put forward by Geoffrey Copcutt when it was clear a comprehensive town centre was not to appear for several years.⁷²⁵ The Cumbernauld Development Corporation wanted to put Cumbernauld to be on the map quickly, and so needed something to grow from

⁷²³ Ibid.

⁷²⁴ Anonymous, "New Town Shops - a Glance to the Future," *Cumbernauld News* 21 July 1961.

⁷²⁵ Alex Kerr, "Unpublished Memoir," (Edinburgh: Undated).

the central area immediately.⁷²⁶ The more outlandish of the two plans was to have a hill marker of pylons and flags, where at night lights would be visible; the Development Corporation preferred the more grounded idea of a group of temporary shops,⁷²⁷ which Copcutt would design. The shops were completed by the end of September 1961 after some difficulty with the fitting of locks,⁷²⁸ the shops themselves being finished and decorated by the tenants.⁷²⁹ The shopping centre consisted of two platforms of shops, a dozen all together, with a fast food shop at one end.⁷³⁰ There was some confusion several weeks after the temporary shops were open as many were surprised to hear that these shops were only an interim provision, learning this information from the television programme *To-night*.⁷³¹

Until September 1961 brought the Muirhead shopping centre the town residents, primarily living in Kildrum, relied heavily on travelling vans, as well as trips to regional towns and cities such as Glasgow and Falkirk.⁷³² Travelling vans were not only convenient, but also very obliging, answering the need for certain items by the new town pioneers: Jim Johnson and his wife Krystyna were supplied

⁷²⁶ Ibid.

⁷²⁷ Ibid.

⁷²⁸ Anonymous, "Shopping Centre," *Cumbernauld News* 29 September 1961.

⁷²⁹ ———, "Shopping Centre Hits Lock Delay," *Cumbernauld News* 22 September 1961.

⁷³⁰ ———, "New Town Restaurant Opens Next Month," *Cumbernauld News* 29 June 1962.

⁷³¹ ———, "South Muirhead Shops An "Interim Provision", " *Cumbernauld News* 3 November 1961.

⁷³² Nicholas Low, "Centrism and the Provision of Services in Residential Areas," *Urban Studies* 12 (1975): 184.

with Polish sausage and other items by a Polish man with a travelling van.⁷³³

Some people chose to rely on these vans even after the temporary shops were built, as picked up by the *Cumbernauld News*: for the women of Kildrum the Muirhead shops were "quite a trek," though they would still try to use them.⁷³⁴

The temporary shopping centre offered more than just shops: July 1962 brought the opening of a fish restaurant at end of the temporary centre, the tenant of which was a former resident of Govan named Mr Albino Lupi.⁷³⁵ The café was packed from the first night, and teenagers thought the café was "a real godsend".⁷³⁶ "Night life in the New Town can go rather slowly and an evening's entertainment usually means going into Glasgow. The café, therefore, has every chance of being a real hit and the village folk are already braving the long walk up the Wilderness Brae to come to the Barbecue".⁷³⁷ The Lupis did all of the decoration work themselves, along with some electrical work and fitting out the counters,⁷³⁸ a process all new tenants had to go through before beginning trade.

There were more shops, though, than the temporary ones on the Muirhead Road. Hugh Wilson promised to provide one shop for every 300 houses, which

⁷³³ Taylor, "Interview with Jim Johnson."

⁷³⁴ Anonymous, "Town Shopping - Kildrum Women Speak Out," *Cumbernauld News* 6 October 1961.

⁷³⁵ ———, "New Town Restaurant Opens Next Month."

⁷³⁶ ———, "The Barbecue Opens," *Cumbernauld News* 20 July 1962.

⁷³⁷ Ibid.

⁷³⁸ Ibid.

would be large and sell a variety of merchandise.⁷³⁹ One of the early examples of these shops was that which opened under one of Gillespie Kidd & Coia's blocks of flats on Braehead Road in November 1962.⁷⁴⁰ Such shops would carry the majority of day-to-day supplies needed by new town housewives,⁷⁴¹ making the long walk to the temporary shops not as often necessary.

By the end of December 1961 Geoffrey Copcutt and his team had almost completed the model of the proposed town centre.⁷⁴² The model, described and photographed to distraction, attracted a great deal of attention when finally publicised, "being an embodiment of much post-war ideology. It illustrated some of the strengths and weaknesses of the innovative and monumental approach of combining a range of commercial, social and domestic functions in the one building".⁷⁴³ The photos of the model and perspective drawings, drafted by Michael R Evans, were publicised in many architectural journals. The bibliography includes *Architectural Design*, the cover of which, in vivid pink and orange, is one of the best known,⁷⁴⁴ though the model was publicised several months earlier in the *Architects' Journal*.⁷⁴⁵ The *Architectural Design* article, written by Geoffrey Copcutt, described the futuristic elements Cumbernauld

⁷³⁹ Wilson, "The Design of a High Density New Town", 64.

⁷⁴⁰ Anonymous, "New Shop for Kildrum," *Cumbernauld News* 9 November 1962.

⁷⁴¹ Ibid.

⁷⁴² ———, "Our New Town Centre," *Cumbernauld News* 8 December 1961.

⁷⁴³ CDC, "The Development of Cumbernauld Centre and Phase II Improvements [NLA UT/41/2]."

⁷⁴⁴ Wilson, "Cumbernauld New Town: Central Area."

⁷⁴⁵ "Cumbernauld New Town Centre."

town centre as: "Fuelling points, providing a 24-hour service of petrol on one side and diesel the other, are disposed on the exit lanes from the centre, a natural filter barrier segregating the different classes of traffic," and the fact that (as we saw above) the centre "could become a gigantic vending machine through which the motorized user drives to return revictualled, or, more remotely, it could be turned over to industrial production".⁷⁴⁶

The model of the town centre, built with white card to give a modernist appearance of arresting newness, was very sophisticated: not only was the overall image of the town represented, but the interior as well. The model exploded into different pieces, each level being easily removed from the others on a series so the workings of the building were more easily understood. Seeing the building was a break away from the usual status quo of new town central area provision, the model was absolutely vital in influencing not only the CDC, but also the DHS. "Models are sometimes employed in the early stages of planning when conventional assumptions and metaphors are challenged and divergent paths explored",⁷⁴⁷ a necessity in the case of Copcutt's plan as it is doubtful that even he was decided on anything up to that point. One particular instance involved a debate on whether a wall should be convex or concave:

There was a section that came down the hill. He had this wall like this, there was a big south facing glass wall that would have been quite hot. People were saying, "Geoff, won't you get overheated?" And he would say, "oh no, it's like a plough, like a plough going into the land as you

⁷⁴⁶ ———, "Cumbernauld New Town: Central Area," 210.

⁷⁴⁷ Mandelbaum, "Narrative and Other Tools," 188.

come down." Suddenly he came in one Monday morning and said, "no no, I've thought about it, we'll have it going that way," (the opposite) the roof like that and the glass going that way. And somebody said, "isn't it like a plough, like a plough going into the ground that way," and he said, "oh, what rubbish, complete rubbish, where'd you get that from?"⁷⁴⁸

There are many instances of Copcutt's indecision in creating the town centre building, examples that portray the architect as more of an imaginative theorist and amazing artist than a practical creator of buildings.⁷⁴⁹

The model did a fine job, not only in impressing the significant architects and planners of the time, but also in attracting the new generation of architects to Scotland to work for the CDC: "About that time [1963] there was a wonderful issue of the Architects Journal showing Cumbernauld town centre, the model of this thing, this white Corbusier building. It was just a project then. All of us down there in London went, 'wow, this is fantastic.' Well, a lot of people said they were going to apply for jobs, and I was one of them, but the others didn't in the end".⁷⁵⁰

Alex Kerr recalled Pier Luigi Nervi – in Scotland in 1960 as external examiner of Robert Matthew's School of Architecture in Edinburgh - visiting Cumbernauld and being shown the town centre plans: Hugh Wilson tried to explain the model, which had to be taken apart and put back together three times for Nervi to

⁷⁴⁸ Taylor, "Interview with Jim Johnson."

⁷⁴⁹ ———, "Interview with Jim Latimer.", Kerr, "Unpublished Memoir."

⁷⁵⁰ Taylor, "Interview with Douglas Stonelake."

understand, but on comprehension the Italian architect declared "*magnifico*".⁷⁵¹ The model itself was made in sections that fitted together, so the concept could be clearly displayed.

Numerous studies with final reports also went into designing the new town. Alex Kerr, Copcutt and Ron Simpson looked at 100 other towns at their provision of commercial and other amenities. Paired with this was the shopping provision estimates made by Maurice Broady and others at Glasgow University.⁷⁵² The only other source for such information was the by then already outdated 1950 *Census Retail Distribution Survey*.⁷⁵³

These plans for the town, both in terms of the paper plan and the model plan, little resembled what was completed in 1967. This is not unheard of: "The powerful specificity of simulations and the ambitions of their builders ensure that models will sometimes be confused with the worlds they mimic, endowing them with more authority than they deserve".⁷⁵⁴ The town centre was to have a crèche, post office, banks, a canteen, a social centre, office space, an arena, a heliport, a primary school, a filling station, a technical institute, a police headquarters, law courts, civic square, local and central government buildings, an hotel, two churches (those these remained separate entities), penthouse

⁷⁵¹ ———, "Interview with Alex Kerr."

⁷⁵² Ibid.

⁷⁵³ Ibid.

⁷⁵⁴ Mandelbaum, "Narrative and Other Tools," 188.

flats, retail space, an entertainment centre with auditoria, bowls, ballroom, an occupational centre, and more.

These provisions were to be compact, and accessed by ramp and road from the encompassing open park space, a hint of the garden city with its open green space being placed at the very centre near the shops as well as around the town itself. A ring of organically shaped slab blocks, not dissimilar to Erskine's styling, would surround the centre and the band of park with rooftop paths and ramps that would lead to the park area on foot.

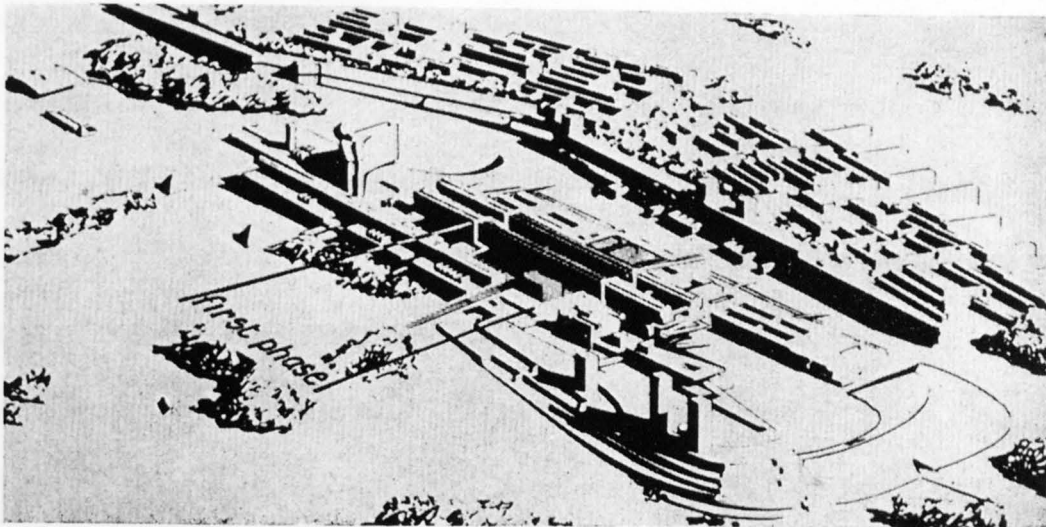


Figure 35 Drawing of town centre (Copcutt, "Planning and Designing the Central Areas of Cumbernauld New Town," *Architects' Yearbook XI*, p 240)

Figure 35 shows clearly the developmental stage of the ideas for the central area as it was being constructed in part from 1962 to 1967. Significantly, this plan included the windbreak to the north-east of the site, intended to divert the strong wind away from the central area building, tested by an engineer at Glasgow University. This took place in the fall of 1962 the town centre model

was tested by engineer Professor A Hendry, who was very worried about the wind at the top of the hill.⁷⁵⁵ The tests were designed to examine how the high-speed winds at the top of the hill would affect the town centre building.⁷⁵⁶ The barrier was thought to make a difference, and so was included in plans. However it was later dropped from the itinerary due to lack of funds,⁷⁵⁷ leaving the town centre building not only exposed to the elements, as it was an open building, but exposed to the winds.

A variant of this plan was made famous by publication in the *Architects' Journal* of December 1962 and *Architectural Design* of May 1963. The part of the overall plan that was to be constructed constituted the central section, to be extended on both sides to cover the length of the hill-top. Turning the model into a finished building took time. Knowing the town centre building would cost several million pounds, "each year part of the money allocated to the Development Corporation was put aside towards the eventual cost of the centre".⁷⁵⁸

⁷⁵⁵ Glendinning and Taylor, "Interview with Derek Lyddon."

⁷⁵⁶ Anonymous, "Wind-Tunnel Tests for Town Centre," *Cumbernauld News* 12 October 1962.

⁷⁵⁷ Taylor, "Interview with Bill Gillespie."

⁷⁵⁸ Anonymous, "Our New Town Centre."



**Figure 36 Opening pamphlet for Cumbernauld Town Centre
(Collection of Brigadier C H Cowen)**

In May 1967 the first phase of the town centre, providing for a population of 25,000,⁷⁵⁹ was opened by Princess Margaret (figure 36). The building provided two squares at each end of the centre, a planning trick to provide purposeful movement through the area picked up on the trip to America in 1961 with examples seen at Wheaton Plaza, Mondawmin Mall, and Harvndale Mall, all in Maryland. The west end square provided "pedestrian access to the civic

⁷⁵⁹ CDC [Information Centre], "First Part of Cumbernauld's £15m. Town Centre Completed," (Cumbernauld: July 1968), 1.

buildings, town church and hotel, in addition to the main commercial and other uses", while that of the east end was to "serve the entertainment buildings such as cinema, dance hall, bowling alley, swimming baths, indoor sports centre and cultural centre,"⁷⁶⁰ though many of the entertainment facilities were never constructed. Some provisions for social life were incorporated in the first phase directly across from the maisonettes supported above the decks: here there was a restaurant, a three lane bowling alley and disco, and a "luxury functions suite" which was also used as a cinema twice weekly.⁷⁶¹

While the first phase was home to two supermarkets, one of which was claimed as Scotland's largest,⁷⁶² a further was planned for phase 2 covering 20,000 square feet.⁷⁶³

The penthouse residents moved in soon after the town centre was completed, adding that aspect of liveliness so desired by Hugh Wilson. More housing was intended, though, and not only in the form of another row of penthouse maisonettes in later phases. Further maisonettes and even some stepped patio houses were to be built above the centre, where residents could "enjoy the advantages of being in the centre without the hustle and noise".⁷⁶⁴ Like the slab blocks that were to hem in the central area, the patio houses and maisonettes

⁷⁶⁰ Ibid., 2.

⁷⁶¹ Ibid., 3.

⁷⁶² Ibid.

⁷⁶³ Ibid., 4.

⁷⁶⁴ Ibid., 3.

above the town centre building were never constructed, presumably because they would have added an exorbitant cost to the already expensive £15 million pound first phase, and because the original plan was seemingly dropped after the first phase was completed. The CDC might also have been aware of the general sales scheme of council housing in London in the late 1960s.

Somewhere, perhaps, that the CDC should have paid more attention to Erskine's designs was in the consideration of climatic conditions. Climate is a very dramatic and important quality of Luleå, Svappavaara and Kiruna, the latter two located in the northern most municipality of Sweden above the arctic circle, and the first not far below the arctic circle, with harsh winter temperatures.⁷⁶⁵ Cumbernauld, the climate of which is not as harsh as those of the towns of Sweden, is not Mediterranean: Cumbernauld, along with the rest of the west of Scotland, is victim to strong winds throughout the year and most months with more days of rain than dry. Climate should have been an important consideration when designing the town centre: should the area be sheltered or not? Should the area be completely indoors or not?

Erskine's plan for Lulea town centre was an attempt to make the typical street of a town with the variation of being indoors instead of exposed to the elements (see page 161); as Erskine described, "climatic protection is extended outside

⁷⁶⁵ Collymore, *The Architecture of Ralph Erskine*, 22.

the building, and included the public streets and meeting places".⁷⁶⁶ The town centre at Cumbernauld was built with similar climatic considerations, though not initially through the creation of an indoor street. A windbreaker was to be constructed at the end of the hogsback hill, following studies conducted by Glasgow University. The windbreaker was never put in place. Alex Kerr, who worked on the town centre and was a close friend of Geoffrey Copcutt, claimed this was because the earth to be used for the windbreaker was hijacked by the landscape team and used elsewhere, with no obstruction by the Chief Architect and Planning Officer.⁷⁶⁷

The town centre continued to grow apace, though not along the route conceived by Geoffrey Copcutt. While the second phase of the town centre was built roughly according to Copcutt's plans, no later phases were. A single, large supermarket attached to the main building but with no attention paid to a real, aesthetic link, was built as phase 3 from 1972 on the south-side of the town centre (figure 37). A further phase dropped the pedestrian level to that of ground level, connected to the existing phases by an escalator: "Subsequently of course the whole idea of being up in the air on a deck with the cars underneath sort of got lost, and they started putting sort of supermarkets and things down on the ground where the cars were supposed to be; the whole idea

⁷⁶⁶ Erskine, "Shopping Centre, Lulea, Sweden," 445.

⁷⁶⁷ Taylor, "Interview with Alex Kerr."

of it sort of got lost, the original idea".⁷⁶⁸ These departed completely from the publicised plans for the central area, but such a future was not unexpected when the CDC and DHS knew that private development would take place in the town centre as early as 1959.⁷⁶⁹



Figure 37 Model of Phase 3 of Town Centre (NLA, UT168-2)

Provision of shops in the town centre was from the beginning widely acknowledged to verge on the unsatisfactory. Jim Johnson said of shopping in

⁷⁶⁸ ———, "Interview with Douglas Stonelake."

⁷⁶⁹ DHS, "Cumbernauld New Town, Town Centre: Report on a Meeting at Cumbernauld on 16th April 1959 [NAS SEP 15/301]."

the town that, once the first phase had been opened, "you kind of managed. There were two supermarkets. There was an electrical shop and an optician. I don't think there was a furniture shop for a long time".⁷⁷⁰ A particular strain was the fact that Cumbernauld did not have a Marks and Spencer, and to this day the company has not opened in the town.⁷⁷¹ Opening a shop in the town centre was expensive in that tenants, in the early years, had to fit the shop spaces out themselves, at their own cost.⁷⁷²

3.4 Housing

Even as the town centre was occupying most of the attention, advances were being made in the field of housing at Cumbernauld. One of the ambitions of the CDC was, from the *Preliminary Planning Proposals*, to give consideration to the standards and levels of housing accommodation within the town "so that Cumbernauld will emerge not as a one class community but as a community representative of all levels".⁷⁷³ However, while all classes may have been catered for, they were separated. If one looks to the first examples of housing, the detached timber bungalows were for the foremen and the neighbouring maisonette blocks which housed a great number of CDC staff were both

⁷⁷⁰ Taylor, "Interview with Jim Johnson."

⁷⁷¹ Zweig, "The Cumbernauld Study," 17.

⁷⁷² Taylor, "Interview with Douglas Stonelake."

⁷⁷³ CDC, "Minutes of Meeting 10 November 1960 [NLA UT/42/2]," (Cumbernauld: 10 November 1960).

separated from the rest of the town, the Kildrum one area, by woodland and roads. There were also discrepancies in the types of accommodation provided, being basic and to a degree unvaried, for the average family of four or five. In 1967 a report was published on the balance of dwellings in the town. The report criticised that the CDC's adherence to the population studies carried out by the Hook team in England arguing that these were not as applicable to Cumbernauld as first thought. "Since Hook was never built, their demographic assumptions could not be tested in reality and in the light of present experience, the validity of the Corporation's current balance of dwellings in somewhat questionable".⁷⁷⁴

The accommodation requirements at Cumbernauld would have differed from those of Hook or any other English new town for many reasons, one of significance being that Cumbernauld's was for Glasgow's overspill population, much of which was Catholic. Urlan Wannop, statistical planner for the CDC from July 1960, recognised this point, which led to the conclusion that some larger houses would be needed.⁷⁷⁵ The report, which summarised his findings, advised that not only should space standards be increased in the smaller houses of two and three bedrooms and an extra bedroom should be provided for

⁷⁷⁴ ———, "Households and Household Requirements (Balance of Dwellings Report: Final Draft Copy) [NLA UT/83/3]," (Cumbernauld: October 1967), 2.

⁷⁷⁵ Jessica Taylor, "Interview with Urlan Wannop," (Glasgow: 27 February 2008).

expanding households,⁷⁷⁶ but that a higher proportion of four, five and six bedroom house types should be provided.⁷⁷⁷

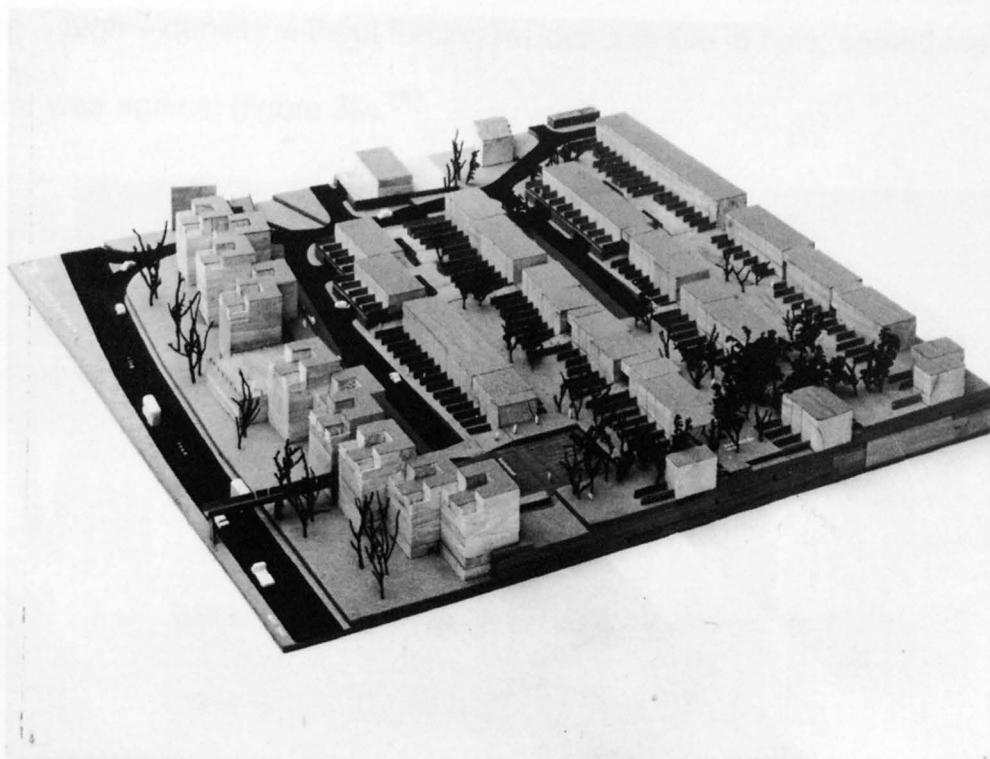


Figure 39 Carbrain 9 Model
(Photograph provided by Mr James Latimer)

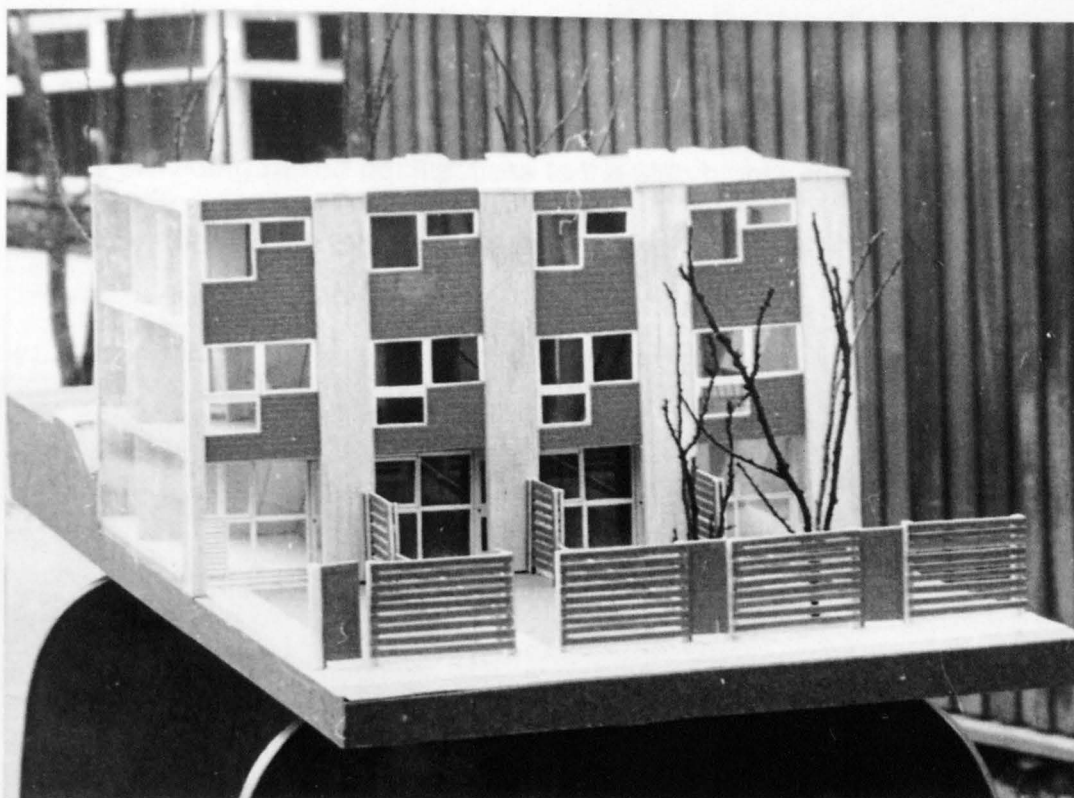
To make up for the imbalance of dwellings in the town the CDC planned Carbrain 9, developed from the early 1960s to the south of the town.⁷⁷⁸ This area was designed to provide accommodation for much larger families. Slab blocks were included in the plan to run along the southern perimeter of the site

⁷⁷⁶ CDC, "Households and Household Requirements (Balance of Dwellings Report: Final Draft Copy) [NLA UT/83/3]," 4.

⁷⁷⁷ Ibid., 7.

⁷⁷⁸ Taylor, "Interview with Urlan Wannop."

with a number of three storey terrace houses, thought up by James Latimer,⁷⁷⁹ filling the space between the South Carbrain Road and the primary school to the north (figure 38). The three storey terrace houses were created to reach a certain – high – density without forcing residents to live in flats, something Latimer was against (figure 39).⁷⁸⁰



**Figure 39 Three Storey Terraced Houses
(Photograph provided by James Latimer)**

The density of Cumbernauld was to be highest near the town centre and gradually peter out towards the open countryside. Indeed, the central area was supposed to be hemmed in by an elliptical arrangement of slab blocks not so

⁷⁷⁹ ———, "Interview with Jim Latimer."

⁷⁸⁰ Ibid.

different than those incorporated in Carbrain 9 (figure 40). Due to necessity and a change in policy the ideas for the general density development in the town were scrapped, at least in this one key area. Also, the overall San Gimignano aesthetic, so desired by Hugh Wilson and to a degree by his team, was made void by having tall blocks edge the town to the south visible when approaching by train, rather than towards the centre. To achieve the densities, and make up the balance of households in the town, the CDC even bent the housing rules, as it were, by providing raised deck access to the slab blocks making elevators unnecessary, though the blocks were five storeys tall.⁷⁸¹

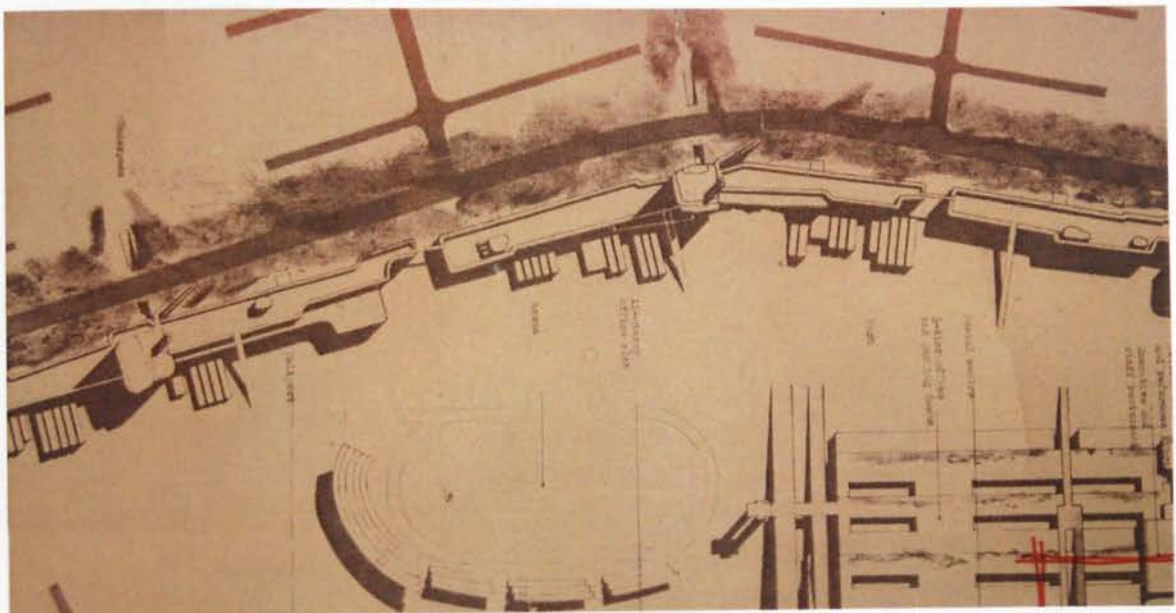


Figure 40 Detail of proposed Town Centre plan showing wall of housing to surround the central area (Collection of Mr J Johnson)

⁷⁸¹ Ibid.

Construction on in-fill housing for Cumbernauld began in 1964. Discussions took place between the District Council, the County Council and members of the Development Corporation because work was not happening soon enough, the CDC or the County Council being suspected by many inhabitants of leaving the centre of the village to die in order to be able to build on a larger scale.⁷⁸² A survey was carried out in July 1962 on the possibility of new housing for Cumbernauld Village, though there is little information as to what the survey wanted to carry out or what the outcomes were.⁷⁸³ The CDC already knew how many people in the Village wanted new housing, and how many on the waiting list had already settled for housing in the new town.

⁷⁸² Anonymous, "Housing in Village of Cumbernauld," *Cumbernauld News* 2 February 1962.

⁷⁸³ ———, "Will Survey Speed Village Housing?," *Cumbernauld News* 27 July 1962.

SECTION 4 CONCLUSIONS

Cumbernauld experienced a great many changes from 1960 to 1967. The increase in the target population cemented what were initially only "and if" satellite villages, completely changing the original concept of the town as a compact urban development with no neighbourhood units.

With the introduction of the satellite villages the population of the CDC no longer had to struggle to house 50000 on the hilltop, something they were already having trouble achieving. The satellite villages would provide homes for not only the surplus 20,000, but also for those who the CDC were not able to fit on the hilltop site, due to space being taken up by uses not accounted for in their initial plans.

By the time the town centre had opened in 1967, both Wilson and Copcutt had left, leaving in their wake confusion surrounding the future of town centre, the new town's most prized centrepiece. This in turn left others to find more exciting pastures elsewhere in the form of other projects starting from scratch, as in the case of Craigavon or the newly designated Scottish new towns of Irvine and Livingston. By the late 1960s the CDC had become bureaucratic in character, and the adventure and excitement was gone.⁷⁸⁴

⁷⁸⁴ Taylor, "Interview with J S Wood."

CHAPTER 9 CUMBERNAULD - 1967 to the Late 1970s

SECTION 1 INTRODUCTION

By 1967, the population of Cumbernauld New Town had still not reached 30,000 inhabitants, let alone the initial target of 50,000 inhabitants, yet the population was already spilling off the main hilltop site, the area initially earmarked to house the majority of the 50,000 "in a closely knit urban area surrounded by open space and playing fields".⁷⁸⁵ When the target population was increased to 70,000 in 1960 the fleeting mention of satellite villages in the *Preliminary Planning Proposals* were turned into reality with the development of Abronhill, Condorrat, Cumbernauld Village, Whitelees, etc.

The CDC in 1970 realised that the target population of 70,000 could not be housed in the original designated area, and that further locations for development would be needed beyond Abronhill, Whitelees, etc. This decision was due to, "changes in residential, industrial and commercial building density requirements, the identification of certain poor quality building land, increasing space needs for many community type provisions, and the need for owner-occupation housing".⁷⁸⁶ This chapter will look at the changing concepts that led to this final, and drastic, change of concept for Cumbernauld New Town.

⁷⁸⁵ CDC, "Cumbernauld Extension Area Outline Plan [NLA UT/104/2]," (Cumbernauld: February 1974), 2.

⁷⁸⁶ Ibid.

SECTION 2 POLITICAL CHANGES

2.1 The Effects of the Right to Buy Scheme

The Tenants' Rights, Etc. (Scotland) Act 1980 followed on from the Housing Act 1980 in England and Wales, introducing the 'Right to Buy' to tenants of local authorities and New Towns, as well as of the Scottish Special Housing Association and other housing cooperatives. This allowed tenants who had lived in a house belonging to one of these tenancy providers for three years to purchase the property with at least a thirty-three percent discount off the market rate of the house. The discount increased as the years living in the dwelling increased.

This legislation was bound up with a change in the housing market and the provision of social housing in Great Britain. From 1979 public financing for housing was cut by forty percent.⁷⁸⁷ The scheme was so successful that by 1986 one million new town and council houses had been sold throughout Great Britain.⁷⁸⁸

The CDC, however, had already begun to sell their houses, and plots for private development, well before 1980. In 1967 a development at Park 4 was almost

⁷⁸⁷ Nuttgens, *The Home Front: Housing the People 1840-1990*, 110.

⁷⁸⁸ *Ibid.*, 112.

completed, comprising twenty-five houses, all for owner-occupation. All of these houses had been sold before construction was complete, encouraging the CDC to develop further sites for owner-occupation. Additionally, the CDC saw the need to increase the proportion of owner-occupied houses in the new town, and put the bungalow houses in Park 1 for sale to the sitting tenants, thirteen of which were sold almost immediately.⁷⁸⁹ Fully serviced plots were also made available for individuals to design their own houses, within the realms of the CDC's design scheme. The CDC had also experimented with other methods of owner-occupation by earmarking 10 acres at Abronhill to be developed by a private developer.⁷⁹⁰

With new housing standards and new expectations in terms of private ownership, the CDC realized by 1968 that the 70,000 could not be housed in the designated area:

Investigations into the allocation of substantial areas for owner-occupied housing, and the re-appraisal of other housing areas, in the light of the Household and Housing Requirements Report (December 1967) indicate that the maximum population which can properly be accommodated within the designated area is 62,700.⁷⁹¹

More land was required out with the designated area to house the remaining 7,300 persons.

⁷⁸⁹ CDC, "Cumbernauld Development Corporation Eleventh Annual Report for the Year Ended 31st March, 1967," in *New Towns Annual Report* (HMSO, 31 March 1967), 17.

⁷⁹⁰ *Ibid.*, 18.

⁷⁹¹ ———, "Cumbernauld Development Corporation Twelfth Annual Report for the Year Ended 31st March, 1968," in *New Towns Annual Report* (HMSO, 31 March 1968), 11.

Owner-occupation played a growing role in the standards and densities of housing provision. For example, the CDC, because of such shifts described as "changes in the population structure", combined with reduction of total area available for construction, decreased the population for new developments at Greenfaulds from 8,000 to 6,700.⁷⁹²

Provision for owner-occupation only increased into the 1970s with developments at Greenfaulds and Condorrat, all of which proved successful. By 1972 1,750 houses were available for sale to sitting tenants, of which 200 had already sold.⁷⁹³ The popularity of owner-occupation in the new town changed management and maintenance of existing houses, and also played a significant role in the planning of those areas earmarked for private ownership: detached or semi-detached houses with private gardens with direct access to the street, dropping the Radburn principles inherent elsewhere in earlier parts of the town, became the norm. Owner-occupation in Cumbernauld was so popular, even before the Right to Buy policy was passed, that a House Sales Office was opened in the Town Centre in June 1972.⁷⁹⁴

⁷⁹² Ibid., 12.

⁷⁹³ ———, "Cumbernauld Development Corporation Sixteenth Annual Report for the Year Ended 31st March, 1972," in *New Towns Annual Report* (HMSO, 31 March 1972), 14.

⁷⁹⁴ ———, "Cumbernauld Development Corporation Seventeenth Annual Report for the Year Ended 31st March, 1973," in *New Towns Annual Report* (HMSO, 31 March 1973), 14.

2.2 The Extension Order

The CDC had toyed with the idea of an extension to the town's designated area from before 1970. Town expansion, the CDC believed, would "increase the strategic importance of Cumbernauld in the Central Belt of Scotland and create further opportunities for industrial and commercial enterprise", ⁷⁹⁵ increasing the population from 70,000, leading to 90,000 by natural growth, and allowing more land for industrial development. The first half of 1971 saw massive redundancies in Cumbernauld, thus the importance of drawing more industry to the new town, though by the end of March 1972 Cumbernauld's population was around 35,000. ⁷⁹⁶

To achieve the population target of 70,000 the Designation of the Town Extension Area was a requirement, thought the CDC, and so they welcomed the publication of the Draft Designation Order in June 1971. ⁷⁹⁷ The Extension Area would add approximately 3,600 acres to Cumbernauld's over 4,000 acres, bringing the town's area to about 8,000 acres. ⁷⁹⁸

In April 1973 the Draft Designation Order for the extension of the boundary of

⁷⁹⁵ ———, "Cumbernauld Development Corporation Fourteenth Annual Report for the Year Ended 31st March, 1970," in *New Towns Annual Report* (HMSO, 31 March 1970), 11.

⁷⁹⁶ ———, "Cumbernauld Development Corporation Sixteenth Annual Report for the Year Ended 31st March, 1972," 9.

⁷⁹⁷ Ibid.

⁷⁹⁸ Ibid., 10.

Cumbernauld was confirmed, adding 3,638 acres to the designated area.⁷⁹⁹

This led to the CDC being obliged to submit an Outline Plan, by instruction of the Secretary of State for Scotland, "develop it with the success and originality which has characterized the original Designated Area".⁸⁰⁰

SECTION 3 TOWN FORM

3.1 More Satellite Villages

Under the new extension plan, the town would spread to the north across the A80 into new areas. The majority of the housing in these areas was to be privately developed, and there was no mention of these areas providing anything but dwellings, apart from the expected local shopping centre - two district shopping centres with associated social facilities were to be located at Balloch Hill and Blackwood along with provision of a post office and a library – and of course schools and churches.⁸⁰¹ Focus, instead, was put on the proximity to the amenities Cumbernauld had to offer:

⁷⁹⁹ ———, "Cumbernauld Development Corporation Seventeenth Annual Report for the Year Ended 31st March, 1973," 9.

⁸⁰⁰ ———, "Cumbernauld Development Corporation Eighteenth Annual Report for the Year Ended 31st March, 1974," in *New Towns Annual Report* (HMSO, 31 March 1974), 22.

⁸⁰¹ ———, "Expanding Cumbernauld [NLA UT/104/2]," (Cumbernauld: CDC, c. 1974).

The Extension Area will offer easy access everywhere to recreation spaces and parkland, linked by green grass ways with footpaths, play grounds and trees. Within the housing areas there will be toddlers' play grounds, and between them there will be kick-about pitches and playing fields for older children, enclosed by earth moulding or trees. There are exciting possibilities for adventure play areas, perhaps using rocky outcrops or restored quarry workings. The long-established golf course at Dullatur will be a central feature. Elsewhere in Cumbernauld there is a liberal provision for every urban and indoor sport. An International swimming pool was opened in 1973, and there is a popular temporary sports centre, shortly to be replaced by a new one...⁸⁰²

3.2 Spread to the North of the A80

The Secretary of State, not long before 1974, approved an extension to the designated area of Cumbernauld, increasing the acreage by some 1450 hectares between the A80 and the Glasgow-Edinburgh railway line.⁸⁰³ The new areas were planned to continue the ideas inherent in the original housing areas: pedestrians would be free from the danger of the motorcar; paths were to be provided for easy access over the A80 and on to the hill and to the town centre; free flowing traffic would be carried through into the areas, branching out into a hierarchy which allowed only the most local of traffic to access the parking courts.⁸⁰⁴ After this, however, the planning strategy departed from the original conception completely and openly.

⁸⁰² Ibid.

⁸⁰³ Ibid.

⁸⁰⁴ Ibid.

The CDC believed that as Cumbernauld expanded:

The compact hill-top town will merge into a more dispersed development, with different ground conditions and a lower density of housing. A variety of owner-occupied and rented housing sites, each in a setting designed to exclude through traffic, will be set in a spacious landscape. Everyone will have easy access to open space and recreation.⁸⁰⁵

As much as twenty-five percent of the houses in the extension area were to be developed privately, a policy that was laid down by the Secretary of State for Scotland in 1967 and reaffirmed in 1973, around the time the CDC was looking to expand.⁸⁰⁶

In fact, in that very year, on 2 April 1973, the Secretary of State confirmed the designation order that led to the Cumbernauld Extension Area Outline Plan.⁸⁰⁷ The plan was worked on in detail from then until early 1974, when the CDC approved it. The result was the second foray into the outskirts of the hilltop, the first being Abronhill. The extension plan of 1975 called for development to be carried out to the north-side of the A80 in Balloch and Eastfield.

The private housing, on land obtained from the CDC, was to be developed "in harmony with the general building programme. There will be a wide choice of

⁸⁰⁵ Ibid. Though despite the initial work down towards a balanced and mixed community, the tenures in the new areas were to be separated.

⁸⁰⁶ Cumbernauld & Kilsyth District Council, "Housing Plan No 1, 1978 to 1982-83," (September 1977).

⁸⁰⁷ CDC, "Balloch Eastfield 6(1) [NLA UT/103/9] " (Cumbernauld: August 1975).

homes and sites to assure the growth of a balanced and varied community".⁸⁰⁸

In terms of the CDC housing developments, construction was to begin mid-1975 and be completed, all proposed 4,500 spread across the five new areas of Westfield, Balloch Hill, Auchinbee, Blackwood and Drum Mains, within seven years, by 1982.⁸⁰⁹

The new developments were to progress much along the lines of Abronhill in plan. At the first development, Westfield, the housing is compactly placed around the area centre, separated from the ring road by plenty of open green space. The housing at Westfield, of which there would be 800 dwellings, were to be arranged "in clusters of about 30 each of various types and sizes. The houses are grouped around central courts containing visitor parking, garaging, highly developed public landscaped areas, play spaces and private lawns at the approaches to the houses. This layout combines a greater variety with individual identity, while from outside the courts are united by liberal planting of trees".⁸¹⁰

Shopping facilities were to be provided in two district shopping centres, built with "associated social facilities", at Balloch Hill and Blackwood. However, these would not stop the other new areas to have their own centres. Westfield, for example, being the first, was to have a group of shops placed centrally adjacent

⁸⁰⁸ ———, "Expanding Cumbernauld [NLA UT/104/2]."

⁸⁰⁹ Ibid.

⁸¹⁰ Ibid.

to a primary school, showing already that the CDC realised that the idea of the compact town was just not viable with development in these new areas, though they would continue to talk about Cumbernauld as such, writing with perhaps false expectations that the footpaths they provided over the A80 would allow the extension area residents to walk to Cumbernauld Town Centre.

Housing on the hilltop had meantime remained constant, having been substantially finished before the shift in housing tenure changed the style of house being built. The chief exception was that of the 'Bison' tower blocks, which were being completed and inhabited by the late 1960s and the early 1970s, providing a new layer to the town form. While built both because they provided an essential visual break in the skyline of the town, insisted upon from the beginning by Wilson (with his San Gimignano ideal), and because the ground in these parts required deep foundations, leaving building high as the only economical form, the tower blocks were to add an air of sophisticated, businessman glamour. Referred to as 'executive flats', these were let out only temporarily, intended for the businessman who wished to occupy a fashionable high-rise flat.

The town centre by this time had also not followed plan: the first phase, examined in the previous chapter, was successfully added to in 1972 by the second phase, containing shops (3,066 square metres) and offices (2,601 square metres), as well as the computer centre which served all six of the

Scottish new towns.⁸¹¹ In 1972 work began on the third phase, which had by then completely departed from Geoffrey Copcutt's plan for a comprehensive and connected complex of many functions, and arrived in the form of a giant department store: Woolco. Providing 9,754 square metres of floor space, the store was going to "establish the town as a regional shopping centre".⁸¹²

Continuation of the original town centre plan had been completely abandoned by the 1970s. Whereas once the town centre would have been a single complex of buildings surrounded by a ring of open space, before the housing areas began, by 1973 the CDC was eager to eliminate this open space with the construction of single, unconnected buildings along with those that fit, somehow, on to the first few phases: "[...] a mass of work is in hand so that the existing town centre buildings no longer stand isolated in surroundings awaiting development".⁸¹³

Mention of the fourth phase was also cropping up by 1973, and this too was to break with the mixed-use concept of the first two phases, and the initial town centre plan, and provide only shopping facilities, providing "Cumbernauld and its surrounding region with every modern shopping requirement".⁸¹⁴

⁸¹¹ M F Ambler, "The New Town of Cumbernauld," (Cumbernauld: CDC, March 1973), 5.

⁸¹² Ibid.

⁸¹³ CDC, "Cumbernauld Development Corporation Seventeenth Annual Report for the Year Ended 31st March, 1973," 9.

⁸¹⁴ Ambler, "The New Town of Cumbernauld," 5.

Not only was the mixture of uses becoming gradually single-use in Copcutt's massive structure, but the other uses were being separated and built at a distance from the main building, completely defeating idea of convenience and connectedness entrenched in the plans for phase 1. The central area had, by 1973, the first part of the comprehensive in-door recreation complex, with the swimming pool, in place. Work was beginning on replacing the temporary sports hall, what is now known as the Tryst Sports Centre. This was to be less a recreation and entertainment complex as Copcutt had imagined, and more of a single building containing sports amenities. Other types of recreation were also included in the central area, although even some of these were not connected to the "comprehensive indoor recreation complex"⁸¹⁵: for example, the indoor bowling green was a stand alone building on the same side of the central area, but not physically or structurally linked to any other building.

Gillespie, Kidd and Coia's Technical College, the health centre, and Municipal Offices were planned also by 1973.⁸¹⁶ The medical centre was to replace the existing medical facilities located in the first phase of the town centre building: the idea of mixed-use had turned on its head to such an extent that uses were now being taken away and made separate entities. But these buildings were referred to as if they conformed to the original concept, up until 1980: "All these developments [the Technical College, the Sports Centre, the Leisure Centre, the

⁸¹⁵ Ibid., 6.

⁸¹⁶ Ibid.

Health Centre, the Town Council and the Inland Revenue] were grouped together on the southern periphery with the exception of the Inland Revenue Offices which were placed to the north. The Central Area, therefore, retained a cohesive grouping aided by the carefully considered design treatment of the individual buildings".⁸¹⁷ However the supplementary buildings, while forming a central area group, did not actually form a cohesive structure, which was the fundamental thrust of the original town centre concept.

Despite these already surplus buildings that were not physically connected to the town centre complex, the CDC did not recognize that it would be necessary to develop the town centre by individual, peripheral plots until 1973: "By that date [1973] it had become obvious that changing circumstances would necessitate certain amendments to the original concept. The most significant change was the recognition that the "megastructure", which may from now onwards be termed the "central core", would have to be complemented by related development on individual sites around the periphery".⁸¹⁸

The consequence of an outside decision, made in 1972, that Cumbernauld should be the location for a new Government computer centre of 20,253 square metres, which was expected to provide, on completion in 1975, one thousand

⁸¹⁷ CDC, "Cumbernauld Central Area 6(1) Amendment [NLA UT/102/8]," (Cumbernauld: April 1980), 2.

⁸¹⁸ Ibid., 1.

new, white-collar jobs,⁸¹⁹ was the construction of an Inland Revenue building to the north of the town centre. This building is not connected to the town centre building by any means and is separated from it by St Mungo's Road, with no special attention paid to footpath access from one site to the other. This is the type of development that the central area was increasingly to see in the following years.

The peripheral development idea was anchored by new calculations on retail floorspace requirements which resulted in figures that surpassed those of which the original town centre concept was based. The national economic climate was taking a toll on the town as whole and the town centre towards the mid 1970s: the cinema was on hold, and the addition of other uses to the town had been postponed for purely financial reasons⁸²⁰; thus it was decided in 1980 that peripheral development of the central area would be the most feasible route.

By 1970, too, there were clear gaps in public transportation in the new town. The Cumbernauld Railway Development Association, a group composed completely of Cumbernauld residents formed in January 1970, carried out a survey at this time.⁸²¹ While the CDC did much in the provision for the motorcar, their efforts had a negative consequence for public transportation in the town.

⁸¹⁹ Ambler, "The New Town of Cumbernauld," 6.

⁸²⁰ CDC, "Cumbernauld Development Corporation Eighteenth Annual Report for the Year Ended 31st March, 1974," 9.

⁸²¹ Cumbernauld Railway Development Association, "Cumbernauld Transport Survey 1970 [NLS 6.1979]," (Cumbernauld: 1970).

The 'circuitous' road system meant that local buses made slow journeys at high cost, and the railway station was very poorly maintained and at the edge of town, so easily accessible for only one-fourth of the population.⁸²² This clearly shows the insignificant role the position of the railway played in the planning of the town. Even when there were plans to provide a connection between the railway station and the town centre, these never went further than pot-shot ideas pulled from the air, with nothing put on paper apart from brief descriptions in the *Cumbernauld News* (see pages 296-7).⁸²³

In 1973 Cumbernauld boasted "THE BEST FINANCIAL ASSISTANCE available in Great Britain" to industrialists.⁸²⁴ There were hefty tax allowances for equipment and buildings in the first year of settlement in the new town; favourable interest rates; rent free periods of up to two years; removal grants; training grants; and long term loans for buildings.⁸²⁵

Yet bringing industry to the new town remained difficult, despite the allowances, due in part to the economic climate of the early 1970s. By March 1973 the CDC was again looking optimistically to the future, to the 1,000 new white-collar, government jobs brought to the new town by the Inland Revenue development which was already underway. Unemployment in Cumbernauld remained high,

⁸²² Ibid., 1.

⁸²³ Anonymous, "Cumbernauld Cableway Is Practicable."

⁸²⁴ Ambler, "The New Town of Cumbernauld," Appendix.

⁸²⁵ Ibid.

however, and from April 1970 the new town lost more than 3,000 jobs, "virtually half its industrial employment".⁸²⁶ The CDC claimed in 1973 that employment was rising due to the small firms and Cumbernauld's central position.

The years 1973 and 1974, despite nationwide problems, were successful for Cumbernauld. In fact, the Eighteenth Annual Report claimed that, "In terms of industrial development the year has been one of the most successful in the history of Cumbernauld, with enquiries at a record level, all available space disposed of, and an encouraging prospect for the coming years".⁸²⁷ However the atmosphere seemed hardly so rosy when Brigadier Colin H Cowan described the period retrospectively. Attracting industry to Cumbernauld, he claimed, was extremely difficult, and culminated in the new town being given the remit of a dormitory.⁸²⁸

The new housing areas, Balloch for example, were developed almost exclusively zoned for private development: as much as eighty percent of the extension area was to be devoted to the private sector.⁸²⁹ The CDC wished to continue their standard of design through to these new areas, but developers

⁸²⁶ CDC, "Cumbernauld Development Corporation Seventeenth Annual Report for the Year Ended 31st March, 1973," 12.

⁸²⁷ ———, "Cumbernauld Development Corporation Eighteenth Annual Report for the Year Ended 31st March, 1974," 9.

⁸²⁸ Taylor, "Interview with Brigadier Colin H Cowan."

⁸²⁹ Derek Lyddon, ed., *New Town Record: Cumbernauld* (February 1995), Section 6.

were not open to changing their house types greatly.⁸³⁰ "Basically all they wanted to do was pack in the houses and make money, so planning approval had to come through the remains of the Development Corporation, which was not very strong. What happens when developers say, "If you're too hard we'll just withdraw"? The planners get worried that the councillors are going to ask awkward questions, so they accept. But I think, you know, that the people who've got the money, tend to call the tune. And developers had the money".⁸³¹

⁸³⁰ Ibid.

⁸³¹ Taylor, "Interview with Douglas Stonelake."

SECTION 4 CONCLUSIONS

By the late 1970s the whole of western Scotland was facing hard times. While, between Cumbernauld's designation and the early 1970s, focus had shifted to a regional scale in terms of planning, to the benefit of Cumbernauld, the tide was again changing after the 1971 census which, "showed severe problems of urban deprivation".⁸³² By 1977, new urban development in the Strathclyde Region was suffering for the sake of Glasgow, with emphasis shifting to 'GEAR' urban regeneration scheme in the East End of Glasgow. Methods were being used to frustrate growth, including in Cumbernauld, such as "de-zoning land already zoned for industrial use (227 acres), de-zoning land scheduled for public and private housing (223 acres), deliberately restricting shop and office development in the district thus keeping Cumbernauld housewives desperately short of adequate shops".⁸³³ The response of the Regional Council however was that if Glasgow died, the West of Scotland would also die, and both to some extent did, despite the efforts of regionalists and those in Glasgow.

Livingston New Town was able to reap the benefits of opportunities arising from the close connection to Edinburgh. For example, Livingston had a partnership with Edinburgh University, working on IT research. The idea of an Edinburgh

⁸³² Keating, *The City That Refused to Die: Glasgow, the Politics of Urban Regeneration*, 26.

⁸³³ Anonymous, "Political Uproar: Strathclyde Regional Plan," *Architects' Journal* (5 October 1977).

University campus in the new town was even contemplated.⁸³⁴ Glenrothes New Town also managed to succeed after the closing of the mines by attracting electronics firms. Cumbernauld had a different fate: that of a dormitory town, due to the lack of employment available and the easy communication links with Glasgow.⁸³⁵

With the push for industry the concept of the town form fell to the wayside: the idea of continuity and townscape were just not as important as job creation by the 1970s. With the inauguration of the Government office building development in July 1972 this path forward was implemented.⁸³⁶

⁸³⁴ Taylor, "Interview with Brigadier Colin H Cowan."

⁸³⁵ Ibid.

⁸³⁶ CDC, "Cumbernauld Development Corporation Seventeenth Annual Report for the Year Ended 31st March, 1973," 9.

PART 4

CHAPTER 10 ANALYSIS

SECTION 1 INTRODUCTION

Before analysing the planning ideas that were put into practice, and those that were not put into practice, at Cumbernauld, it is worthwhile to look at the first mention of Cumbernauld's concepts in the architectural press. In the 22 November 1956 edition of the *Architects' Journal*, as quoted earlier in this thesis, the following is included:

Those fortunate enough to get on Hugh Wilson's staff at Cumbernauld New Town will, by all reports, have a good chance of undertaking some really interesting work as well as picking up some of the bricks dropped in the older New Towns. The site, ASTRAGAL learns, is a hill top exposed to south-west winds, so architects will have an opportunity to show that they are as competent in handling a skyline as those who built Edinburgh or Durham (or perhaps those now fashionable hill towns of Italy?) and also the chance to work in teams with landscape architects in laying out trees and buildings to break the winds.

In addition, Hugh Wilson is apparently anxious to design a more truly twentieth-century city than existing New Towns by developing further the current ideas on pedestrian and vehicle segregation. Nor is he satisfied, it seems, with the old idea of neighbourhood units sitting adrift in parkland. He aims to group the housing around the town centre and increase densities.⁸³⁷

As written previously, this is the first clearly written outline of Wilson's semi-radical ambitions for Cumbernauld. This chapter will examine the ways in which

⁸³⁷ Anonymous, "Cumbernauld New Town," 725.

Cumbernauld did not revolt against previous post-war, and pre-war, planning traditions and instead adapt them and develop them.

SECTION 2 RECEPTION

Though Cumbernauld was acclaimed as being avant-garde and a break from the Mark Is in the architectural and mass press in its early years (until the late 1960s), by the time enough of the new town was built to allow hindsight evaluation, there was a shift. From 1955 to the late 1960s the Mark I towns were written about as being completely different from Cumbernauld, from the late 1950s onwards Cumbernauld whereas increasingly grouped with the Mark Is in contrast to completely new town concepts like Milton Keynes. Walter Bor authored articles that showed this shift in the reception of, and the understanding of, Cumbernauld. In *Making A Fresh Start*, Bor writes:

The socio-economic problems experienced in British new towns have to some extent been aggravated by conceptual errors which were common to the first generation of post-war new towns which, however, have been gradually rectified in the more recent new town plans. For instance, the strongly centralized physical structure and the concentration of industries into a few large areas have been replaced by a more dispersed grid structure and a more even distribution of industries.⁸³⁸

While Cumbernauld is claimed as being 'conceptual' in the above quotation, its concept is grouped along with Stevenage and East Kilbride. Bor goes on to say in the same book that "[s]urprisingly few new towns have experimented in any

⁸³⁸ Bor, *The Making of Cities*, 219.

significant way with their educational, health or social services, or indeed in the physical environment, in spite of the potentially favourable conditions”,⁸³⁹ and while Bor’s chapter does not deal with any new town specifically, in its lack of recognition of [by not recognising] the supposed advances of Cumbernauld it is scathing.

SECTION 3 CUMBERNAULD AS BUILT – VISION AND REALITY

This is very much linked with the new town’s perhaps unachieved aim of being truly urban. Not that a community did not form at Cumbernauld, it did, both rapidly and strongly. But Wilson was talking about the kind of urbanity seen in traditional, organically grown towns and areas, like those described by the sociologists Michael Young and Peter Willmott, where working class neighbourhoods had lived for generations, and there was a definite street life, something that was very much sought after from the late 1950s by groups and individuals such as the Society for the Promotion of Urban Renewal, Jane Jacobs, Christopher Alexander and so on.

Jane Jacobs placed a great deal of value on the comings and goings of normal street life:

⁸³⁹ Ibid.

I make my own first entrance into it [the urban ballet] a little after eight when I put out the garbage can, [. . .] Mr. Halpert unlocking the laundry's handcart from its mooring to a cellar door, Joe Cornacchia's son-in-law stacking out the empty crates from the delicatessen, the barber bringing out his sidewalk folding chair, [. . .] Now the primary children, heading for St. Luke's, dribble through to the south; the children for St. Veronica's cross, heading to the west, and the children for P.S. 41, heading towards the east. Two new entrances are being made from the wings: well-dressed and even elegant women and men with brief cases emerge from doorways and side streets [. . .].⁸⁴⁰

If people were drawn onto the streets for one reason or another, the streets would be safe, and also lively and vibrant, encouraging even more people to watch and take part. The Society for the Promotion of Urban Renewal (SPUR) called for similar things: a focus on densities, a greater mixture of uses, increase in quality of public transportation, and vertical segregation when urban motorways are to be built, to prompt pedestrian traffic from one side to the other.

For a town or city to be truly urban, to provide situations that we link to city life, one can look to Christopher Alexander for a system of analysis. An organic, natural city is usually a 'semi-lattice'; an artificial city is a 'tree':

Both the tree and the semilattice are ways of thinking about how a large collection of many small systems goes to make up a large and complex system. More generally, they are both names for structures of sets...When the elements of a set belong together because they co-operate or work together somehow, we call the set of elements a system. For example, in Berkeley at the corner of Hearst and Euclid, there is a drugstore, and outside the drugstore a traffic light. In the entrance to the drugstore there is a newsrack where the day's papers are displayed. When the light is red, people who are waiting to cross the street stand idly by the light; and since they have nothing to do, they look at the papers displayed on the newsrack which they can see from where they stand.

⁸⁴⁰ Jacobs, *The Death and Life of Great American Cities*, 50.

Some of them just read the headlines, others actually buy a paper while they wait.⁸⁴¹

These pieces all work together.

Cumbernauld is not one or the other, but lies, on a scale, close to the tree form. What makes Cumbernauld just that little bit different is the supposed focus of all residential areas on the town centre for society or shopping, making the housing areas overlap with the central area, and so share some space in common. However, this is true of all the new towns; each neighbourhood was supplied with a neighbourhood centre with shops, etc, but was to rely on the town's respective central area for larger shops and more specialized goods.

In Cumbernauld's case, even this forced dependence on the central area for shopping by lack of provision of neighbourhood centres (instead of grocery shops) was emphatic in plan and in theory, but only worked questionably in practice. Research has shown that before the massive shed supermarkets grew at Cumbernauld Town Centre in the last decade, the majority of Cumbernauldians relied on their local newsagents/grocery shops or travelled out of the town to Falkirk and Glasgow.⁸⁴²

With this in mind Cumbernauld is clearly more of a tree, even more clearly a town made up of parts that do not overlap. Cumbernauld falls less on the side

⁸⁴¹ Christopher Alexander, "A City Is Not a Tree," *Design*, no. 206 (February 1966).

⁸⁴² Low, "Centrism and the Provision of Services in Residential Areas."

of the organic town with true “urbanity”, and even more on the side of the artificial new town patterns that do not voluntarily provide for social flexibility, as advocated by all proponents of increased urbanity in the 1950s and 1960s such as Jacobs, Alexander, SPUR, et al.

To what extent did Cumbernauld, the new town that was supposed to be an organic town, become the mixed urban environment originally imagined? Cumbernauld was certainly more dense in some areas, and overall, than previous new towns; Paul Ritter, on making a comparison of Radburn layouts, found that the Carbrain area of Cumbernauld provides 21.1 dwellings per acre, while Area 67 in Harlow and Elmgreen I and II in Stevenage provide 15 dwellings per acre and 12.7 dwellings per acre.⁸⁴³ However, Ritter’s comparison focuses on one of the densest of the Cumbernauld residential areas, some parts of which were referred to as ‘the casbah’ due to their crowded and warren like appearance and feel.⁸⁴⁴

The way Cumbernauld was referred to, or ignored, in the 1960s also provides hints as to how this new town, based on a concept of strong urbanity, was received by the architectural press and elsewhere. One particular book, *Civilia*, is an important source for such an understanding.

⁸⁴³ Ritter, *Planning for Man and Motor*, 230-1.

⁸⁴⁴ Taylor, "Interview with Sir John Knight."

Civilia is the name of a fictitious town described as if enough of the first phase had been built “to make it fit for photography”,⁸⁴⁵ edited by pseudonymous author Ivor de Wolfe (in fact *Architectural Review* proprietor H de Cronin Hastings) of Italian Townscape fame. *Civilia* is more than a new town; it is a new city, built on a moonscape of quarried land north of Nuneaton, designed as a “low-rise high density city of revolutionary concepts,” for a million people.⁸⁴⁶ The book follows a path similar to that of Hook, *The Planning of a New Town*,⁸⁴⁷ in that, following the introduction, the reader finds a procedure the real new town developers had to follow. For example, first for *Civilia* is a planners report, placing the new town in context.⁸⁴⁸ This is followed by a description and analysis of the site chosen.⁸⁴⁹ Then *Civilia* is described sector by sector, accompanied by photographs depicting different, and supposedly built, views.

Civilia is an amazing city equipped with plenty to see and do. However, there is a problem with *Civilia*: the city does not, and was never intended to, exist.

Civilia does not even fit into the classification of paper architecture: the new city of North Nuneaton is never supposed to progress further than pure architecture of the photo-collage. What is interesting is this second wave of backlash against

⁸⁴⁵ Ivor de Wolfe, *Civilia: The End of Sub Urban Man* (London: Architectural Press, 1971), 26.

⁸⁴⁶ Ibid.

⁸⁴⁷ LCC, *The Planning of a New Town: Data and Design Based on a Study for New Town of 100,000 at Hook, Hampshire* (London: London County Council, 1961).

⁸⁴⁸ Wolfe, *Civilia: The End of Sub Urban Man*, 27-32.

⁸⁴⁹ Ibid., 35-40.

the new towns; the first came, as was discussed previously, in the *Architectural Review* of 1953 (see pages 120-5).⁸⁵⁰

At this time, J M Richards with Gordon Cullen critiqued the monotonous planning typology of the garden city suburban new towns, coining the term 'prairie planning', describing overly sparse areas that helped residents to feel isolated and fall victim to new 'town blues' (see chapter 2, section 2.2).⁸⁵¹ After this, several other new towns were created such as Cumbernauld and Milton Keynes, each a planned response to the failures of the Mark I new towns. However with the publication of *Civilia* both in book form by the Architectural Press⁸⁵² and as an issue of the *Architectural Review*,⁸⁵³ it is quite clear that even the supposedly more urban, less garden city Mark II and even Mark III new towns were now seemingly considered unsuccessful in the creation of real towns, socially, physically and aesthetically.

⁸⁵⁰ Gordon Cullen, "Prairie Planning in the New Towns," *Architectural Review* 114 (1953).

⁸⁵¹ Cullen, "Prairie Planning in the New Towns."

⁸⁵² Wolfe, *Civilia: The End of Sub Urban Man*.

⁸⁵³ Ivor de Wolfe, "Civilia," *Architectural Review* (June 1971).

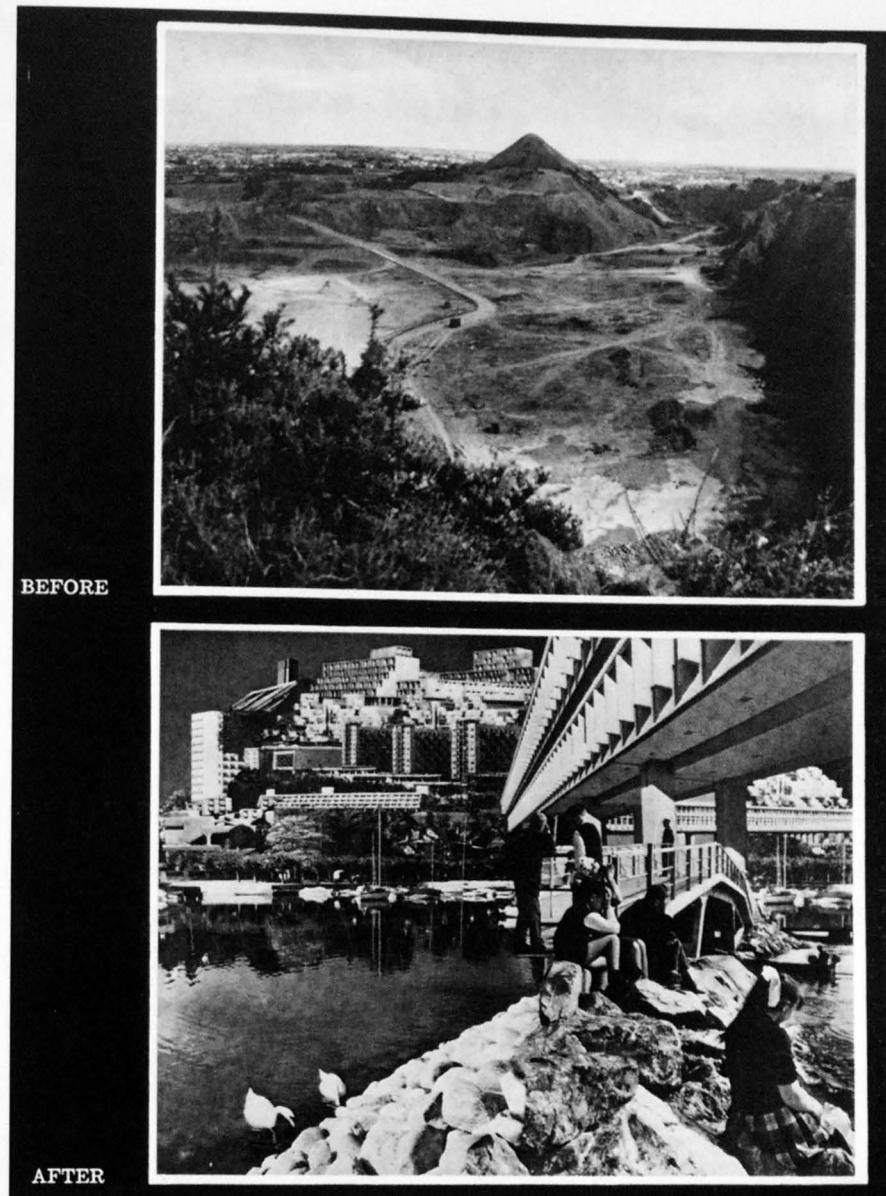


Figure 41 Before and after photo-collages of the Nuneaton New Town built on a slag heap
 (Wolfe, *Civilia: The End of Sub Urban Man*, London, 1971, p 51)

The photo-collages literally create Civilia (figure 41). The pictures show a thriving city built on an abandoned slag heap equipped with a university, a marina, a variety of different small neighbourhoods and so on. Civilia on one

hand was created to show that what was being done in town planning terms in the United Kingdom was not sufficient. The photo-collages validate this point by not being one person's creation, but an agglomeration of all notable British pieces of architecture of the 1950s and 1960s, with the odd existing building thrown into the mix (figures 42 and 43). Each of the buildings is not sufficiently urban or utopian individually, but when pushed together tightly the ultimate urban agglomeration is formed on paper, showing the dissatisfaction with the towns and cities actually being built.

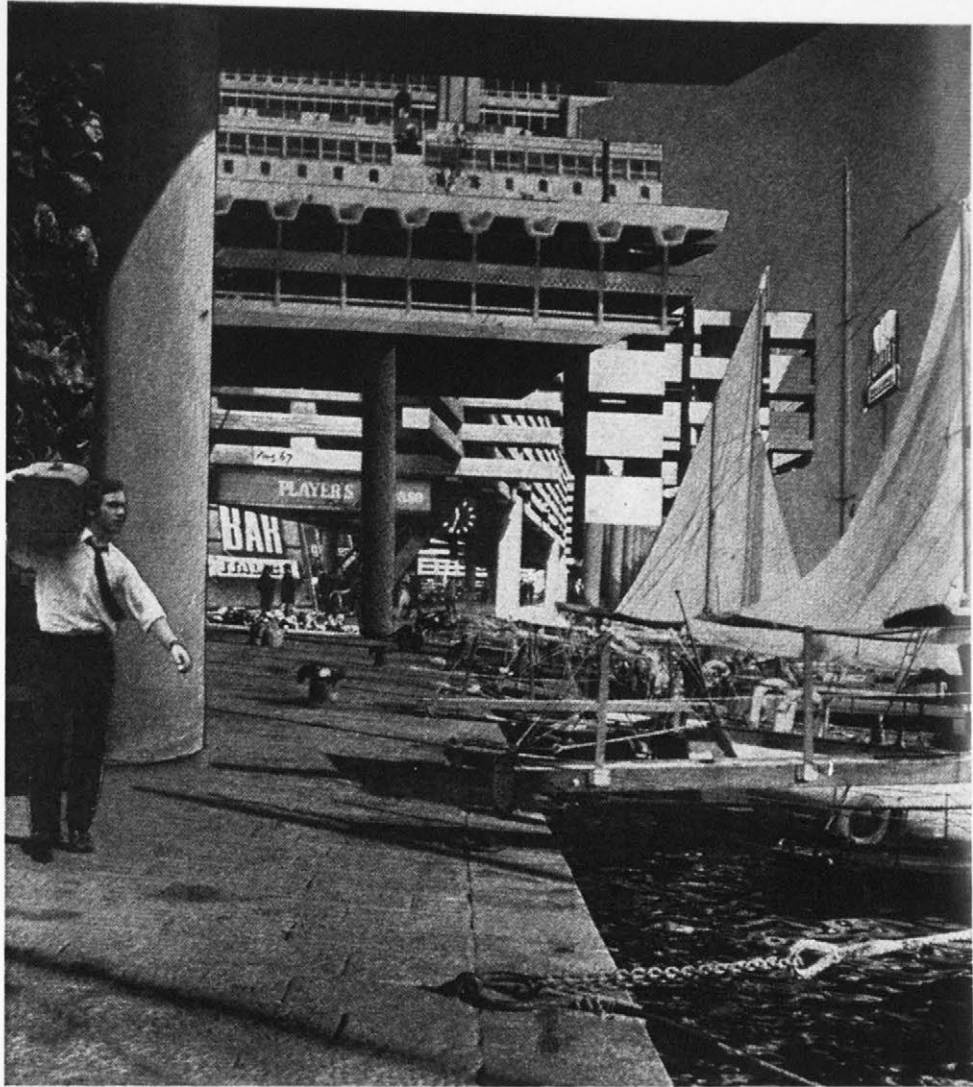
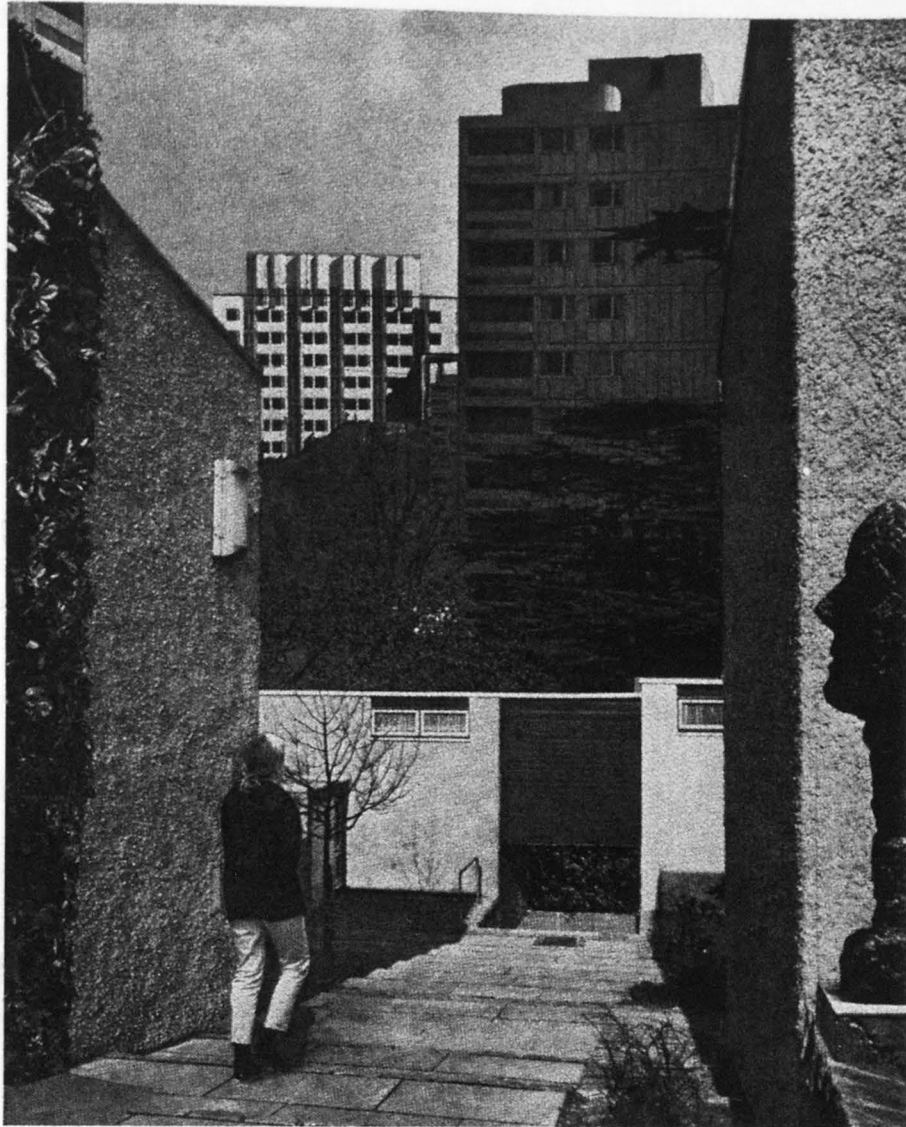


Figure 42 Civilia Photo-montage incorporating Cumbernauld buildings
(Wolfe, *Civilia: The End of Sub Urban Man*, London, 1971, p 62)



**Figure 43 Civilia photo-montage incorporating Cumbernauld housing
(Wolfe, *Civilia: The End of Sub Urban Man*, London, 1971, p 130)**

Civilia can also be understood as a comical take on what should come next in the progression of town planning theory. Some of the ideas for towns and cities developed in the 1960s were particularly outlandish, the plug-in city for example (see page 155). *Civilia*'s authors could possibly be asking, what could possibly be next? While *Civilia* might not at first sight appear to be as utopian as

foreword thinking as the Archigram concept; making such a densely packed city from scratch to contain such immense variety and vibrancy seems like a much more difficult feat than the construction of multiple-use yet identical pods that plug into services.

Those responsible for the new city in the concocted tale, the North Nuneaton Development Corporation, “reject trend planning, renounce dispersal, [and] spurn laissez-faire in the belief that they perpetuate error”.⁸⁵⁴ This is evidence of a bias towards a timeless planning, planning that has taken place sometimes without intent in British towns and villages for centuries manifest in places such as Glasgow, Winchester and Durham. Civilia appears, if not in terms of the infrastructure, to have the life of a normal city or town that has grown over the ages. No matter how high, brutalist or complicated the building, people are not dwarfed and do not look out of place at the ground floor level, seen in the photo-collages.

The pictures also show traditional uses taking place in the massive and what would have been futuristic surroundings; one photo-collage includes a fruit stall in the middle of a small urban square, others show winding street scenes not dissimilar to the images Thomas Sharp used in many of his books on townscape, though under a brutalist concrete umbrella resembling Moshe Sadie's Habitat of 1967 in Montreal. The creators of Civilia did not try, as in

⁸⁵⁴ Wolfe, *Civilia: The End of Sub Urban Man*, 53.

most other post-war town planning experiments, to change the way people live their lives, just where the lives were lived.

Other new towns also grappled with the idea of creating a new town imbued, even moderately, with the quality of urbanity when incorporating the low-density rule set by the Reith Committee.⁸⁵⁵ Frederick Gibberd wrote of facing such dilemmas in the design of Harlow New Town:

If an urban character is to be achieved, housing groups must be to a comparatively high density – over 30 persons per acre – and they must be compactly planned. Their separation must be either by broad strips of landscape or by a natural barrier – such as a wood. After the built-up area has been broken down to obtain a major contrast between building and landscape it has to be welded together again into an aesthetic whole. It is town that has to be created, not a series of independent villages.⁸⁵⁶

While, on one hand, Cumbernauld was widely perceived not to have achieved its potential and reached its goal of becoming a truly urban new town, it is arguably more urban than Harlow New Town. On the other hand, Harlow's designers also aimed to create an urban new town, making Cumbernauld's claims at being the first "new town that is actually a town" unexceptional within the succession of new town ideals.

Gibberd's words could, apart from the mention of densities of over 30 people per acre – a density Cumbernauld went far above in most cases – be describing

⁸⁵⁵ Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain*, 133.

⁸⁵⁶ Gibberd, "Landscaping the New Town," 85.

Cumbernauld, which also featured compactly planned areas separated by either natural barriers or strips of landscape, as, indeed, did the MARS plan for London. At Cumbernauld, of course, these compactly planned areas are also separated by dual carriageways, but the CDC landscape team did much to mollify the demands of the road engineers, and consequentially they are not as aesthetically obtrusive as they could have been.

“The reaction to the low densities and the strict separation of functions of the first generation of new towns like Harlow can be seen in the density of development of projects like the LCC’s design for a new town at Hook, Hampshire, or in the design of the centre for the new town at Cumbernauld, near Stirling”.⁸⁵⁷ The author rightly focuses on the centre of Cumbernauld New Town, though density has hardly any pertinence to the town centre as it contained only 36 dwellings, though it was intended to have a good mixture of uses. The author goes on to say that both were to contain a “variety of different uses” that would “create the richness of association that was believed to lie at the heart of ‘community’”.⁸⁵⁸

Wilson’s idea of a compact and urban town was strongly contradicted by the extensive internal road network. The two factors, especially when the first can be symbolised by San Gimignano, are in many ways incompatible: “Indeed, it

⁸⁵⁷ Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain*, 145.

⁸⁵⁸ Ibid.

may be as wrong today to seek the older, nostalgic town qualities as to emulate the picturesque charm one finds in the crowded medieval town. Perhaps the values sought are incompatible with the automobile, the rising real income, the contemporary hunger for space and gardens and for houses close to the ground".⁸⁵⁹ Though the CDC created some interesting layouts and patterns, its goals for the new town were basically irreconcilable with each other. A compact urban plan cannot have private gardens and wide roads with smatterings of open green space, or the essence of urbanity is at once lost, unless severe actions are taken in the forming of solid facades of building as advocated by Thomas Sharp (see pages 129-30).

The one aspect of Cumbernauld that was, and still is, widely acknowledged to be avant-garde is the town centre. The avant-garde nature of the central structure is, however, often exaggerated. The town centre building is, as has already been mentioned several times, often referred to as a megastructure, believed by those most avant-garde to be the future of city living: but is it?

The megastructure holds an elusive place in the architectural history of the twentieth century, however much the movement is, like the plans for the palace of the soviets, a paper architecture. One of the megastructure movement's only claimed constructed pieces is Cumbernauld Town Centre. Reyner Banham described Cumbernauld Town Centre as "the most complete megastructure ever

⁸⁵⁹ Rodwin, *British New Towns Policy: Problems and Implications*, 88.

built” in his book on the topic of megastructures published in 1976.⁸⁶⁰ This term has been almost inextricably linked with the town centre ever since in the world of academic study. What was constructed however does not fulfil the definition of what makes a megastructure as written by its extreme and almost fanatical creators and followers. This stems partly from a misunderstanding of the town centre building and a partial misunderstanding of the term megastructure. The fact that the town centre had to be on multiple levels due to topography (the site being on a hill) had already been determined by the CDC along with the traffic layout which required one ‘A’ road running the length of the hill, most likely cutting the town centre in some way.

The town centre has now been added to, but not extended. Earlier this year the Antonine Centre was opened, a second but much more run of the mill linear shopping centre, which runs parallel to the original town centre, completely blocking it from view or easy access from the south slope. Almost any building is extendable, but some more so than others, and it seems that the original town centre building did not facilitate extension as one would expect a megastructure to. The megastructure idea of extension was almost LEGO like, each block attaching to an existing form, easily taken away or added. Cumbernauld had nothing of the sort. The flexibility of the interior shops may have existed though not in the futuristic way a megastructural theorist would have hoped: and whether this supposed flexibility has been taken advantage of is another study

⁸⁶⁰ Banham, *Megastructure: Urban Futures of the Recent Past*, 168.

altogether, though most of the shop fronts appear to be original, however ill sized the shop unit may be for the occupants needs.

Further to this, the town centre, as it stands now, provides the town primarily with facilities for shopping, and has done since the town opened in 1967, with subsidiary uses such as a library, banks and a meeting room for a specific group confined to the top floor. The residential penthouses experienced a change of use in the 1980s when Thatcher brought in the right to buy, as the CDC did not want owner-occupiers in the town centre building. They are now used as offices, although the majority of them appear to be empty. What limited facilities there were that made up the entertainment purpose of the town centre are no longer in use, and this is not because of lack of demand. The town centre did not fulfil its promise of providing all the needs of a town, let alone a city.

If Cumbernauld town centre is not truly the megastructure it was intended to be, is it right to call it a megastructure? Reyner Banham's inclusion of Cumbernauld town centre in his megastructure compendium has been taken as a 'yes' by several architectural historians, each one incorporating the term 'megastructure' in the titles of their articles on the town centre building. John Gold for example, in his article *The Making of a Megastructure: Architectural Modernism, Town Planning and Cumbernauld's Central Area, 1955-1975*, refers to the central area as "one of the few megastructures ever built" but later says that the megastructural principle was abandoned after Phase 2.

Cumbernauld was, indeed, envisioned as a megastructure, an idea that indeed was abandoned after its second phase. Disputable, however, is the fact that Cumbernauld town centre, as it stands today, can be called a megastructure, as the megastructural principles, however much intended, were not made into reality. If Cumbernauld Town Centre is seen specifically as a megastructure, it can only be a botched megastructure, failing to respond to changing society or providing the facilities it was supposed to, in the state it now stands. If, however, the town centre is seen in its deserved light, as that of a pioneering post-war building, using the most modern of technologies, concepts and designs, then this building is of the utmost importance to Scottish and British architectural history.

Cumbernauld's Central Area, as envisioned by Geoffrey Copcutt, was certainly an attempt to glimpse the future. This also happened to be the idea of most megastructuralists, the creation of the future. But after the first phase was completed only four years later the building was already outdated. This fits perfectly with the full title of Banham's book: *Megastructure: Urban Futures of the Recent Past* (though perhaps now this past is not so much the recent past). Cumbernauld town centre was only ever 'before its time' when it was on paper, once it was constructed it was already 'old'. Somehow Geoffrey Copcutt designed something on paper that was decades before its time, and built something that was years behind the times. To argue that Cumbernauld town

centre is not a megastructure is not to detract from its worth as a fascinating piece of twentieth century architecture: the opposite in fact, as by seeing past the 'megastructural' aspect of the complex hopefully it can be recognized as the innovative town centre it is and was, not the failed megastructure it was supposed to be.

Clearly all the excerpts from the writings of designers are exciting. But the fantastic plans did not become reality. This may have to do with Copcutt's departure before the first phase was even completed, and its being the only phase to be completed following his intentions, but even if Copcutt had stayed instead of heading to Northern Ireland to have a further stab at a new town, it is doubtful that the five successive phases would have been built. In terms of the first phase and what was constructed, the town did not contain all facilities for city life (though as previously noted this was probably a matter of finance, permissions being denied and the sole megastructural enthusiast resigning). On top of this, the flexible units that were supposed to change through time, according to need, have not been very flexible at all, or perhaps there has been no need for change. As was already seen (page 258), very early on the CDC and DHS knew that future town centre phases would be developed privately and so might take a different form than that advertised.

Copcutt believed that in his building the future was provided for:

Firstly, by rearranging the interior; secondly, by ensuring a considerable space factor of safety within the planned extent of the town centre; thirdly, by allowing the centre to expand 400 ft. at each end over its own vehicular apparatus which is arranged within a structural grid; and finally, by reserving sites for completely unknown and unforeseen uses with special buildings sited alone on either the north or south faces of the structure and linked back to the decks.⁸⁶¹

But even as early as 1963 Copcutt was contradicting the 'flexible' and 'extendable' claims about his design. He recognised that at Cumbernauld there was need for definitive planning, as there was little room for manoeuvre, which hardly lent itself to the free flowing the 'sky-is-the-limit' quality that went hand-in-hand with the megastructure theory.

The town centre, with its reputation as the most avant-garde of Cumbernauld's points, sits nicely between the shopping malls of the United States, already well on their way to taking over suburbia, and the town and city centre developments of Europe, seen in Birmingham, Sweden and elsewhere. The Cumbernauld site did not provide the infinite space in which the American shopping malls were developed. Compactness had to be a definite quality, and so the parking was pulled underneath the town. The town centre architect and the Chief Architect and Planning Officer even visited America specifically to look at these "Regional Shopping Centres" as they called them in 1961.⁸⁶² There they were impressed with the potential commercial power of different shop layouts, and were struck by several points in particular: pedestrian areas within the centres worked,

⁸⁶¹ Wilson, "Cumbernauld New Town: Central Area," 210.

⁸⁶² Hugh Wilson, "The American Regional Shopping Centre," (Cumbernauld: Cumbernauld Development Corporation, 1961).

making shopping once again a pleasant occupation; multi-level trading is possible; surface car parking was unattractive, a waste of land, and made walking distances lengthy from the outer areas to the shops.

The Cumbernauld town centre designers did not have to contend with the buildings and areas of an existing town or city as with Birmingham, Sheffield etc, and also had more to provide in terms of facilities. Cumbernauld took the ideas that existed in the international architectural and planning community and adapted them to suit the needs of the new town, and the available site. One other point that the U.S. tour report focused on was that communal facilities should be introduced to these shopping centres, "to increase use of and interest in the centre", though even here the CDC was building on something already seen, as well as focusing on the facilities that would have to be provided in the new town: for example Harundale Mall, outside Baltimore, Maryland, provided restaurants, offices, and a very popular community hall with kitchen facilities.

This comparison was relevant especially to the town centre in its eventual covered form, as initially the centre was open to the environment. As an outdoor development the town centre building became, in effect, a brutalist version of other Mark I central areas, differing only in having an integrated pedestrian system and being on different decks suspended above a road. Essentially, it is

similar to other plans around the early 1960s: the perspectives for the Bankside development of London, so vibrantly drafted by Gordon Cullen of the townscape movement, are very similar, not only in attitude, but also in what they depict, to those that Michael Evans created to represent Cumbernauld town centre.

Sketches of the proposed Boston Manor project also show an outdoor pedestrianised area containing the facilities for a sizeable population, as do the drawings displayed in *The Planning of a New Town*, for the proposed Hook New Town.⁸⁶³ Although the Hook designers drew heavily on the ideas of Cumbernauld, they objectively also captured something of the concepts that were most in fashion at the time, ideas relatively close to Cumbernauld, i.e. their picturesque yet brutal appearance, and their observance of the qualities thought relevant by the townscapists (dynamism, views, vibrancy).

The wider reputation of Copcutt's 'megastructure' town centre building also provides one possible reason for the way in which the town, as a whole became thought of as an 'avant-garde' new town. The two, town and town centre, are inextricably linked in many people's minds, and more significantly many journalists' and critics' minds. *Happy: Cities and Public Happiness in Post-War*

⁸⁶³ "Realisation of the Living Suburb: The Boston Manor Project; Architects: Chamberlin, Powell and Bon, G. Shankland and D. G. Jones", *Architecture & Building* (September 1958). and LCC, *The Planning of a New Town: Data and Design Based on a Study for New Town of 100,000 at Hook, Hampshire*.

*Europe*⁸⁶⁴ was published in 2004 with an essay by Lucy Bullivant, architecture critic and writer, on Cumbernauld New Town, which has already been quoted (see page 47).⁸⁶⁵

Bullivant describes the town in her piece, but confusingly so, merging the unusual, brutalist town centre with the unusual, traditional housing areas:

The town not only pioneered a freedom from the growing urban periphery, but new ideas in social and economic development, anticipating the beginning of Scotland's transition from a heartland of traditional industry to a new age of flexible, light industries in which urban centres were the seedbed of new high technologies. A compactly planned development, its housing was combined with private gardens in most cases in named neighbourhoods (with a corner shop for every 400 homes), and totally separated not only from busy roads but from factories. These 'radiated' from the town centre in proximate, but self-contained areas that prefigured structured contemporary suburban developments. A defined perimeter marked the town off from the surrounding landscape, while its split level form gave it an excellent vantage point from which to view and tour the surrounding countryside. Surprisingly, it was the only British new town to be started on site during the 1950s. It was the product of an interdisciplinary meeting of minds: professors of physics, economics and sociology notably contributed to the design of the first phase, which was opened in 1966.⁸⁶⁶

This paragraph should be, and is, about Cumbernauld as a whole, yet without clearly stating the subject the last sentence refers only to the town centre, the first phase of which was opened in 1967 by Princess Margaret (see page 311), and for which the professors mentioned in Bullivant's quotation were indeed consulted, for matters of wind, floor space per person needed, etc.

⁸⁶⁴ Wagenaar, ed., *Happy: Cities and Public Happiness in Post-War Europe*.

⁸⁶⁵ Bullivant, "Cumbernauld," 167-8.

⁸⁶⁶ Ibid.

SECTION 4 CONTEXT

4.1 Mark I New Towns vs Cumbernauld

Harlow, very much a Mark I new town in its adherence to the principles of the zoned Garden City by Frederick Gibberd, was, in 1951, "about the most advanced of the British New Towns".⁸⁶⁷ Similarly, Peterlee was trumpeted as the "modern town in Europe" when it was being designed by Lubetkin.⁸⁶⁸ The town's design combined "the Picturesque approach to layout advocated since the war by the *Review* and the pre-war planning principles of CIAM, familiar to Gibberd as a member of the MARS Group".⁸⁶⁹ Cumbernauld, then, was not the first new town hailed as 'advanced', but was an example of a second stage of 'advanced' status. Gibberd, as well as being in charge of designing one of the most advanced new towns, freely criticised Ebenezer Howard's Garden City concept; "But a town of some 60,000 people, designed on Howard's principles and built to a normal standard of density, would cover a vast area of land and would invite monotony by its very size. There would not be sufficient contrast between areas of building and non-building inside the town".⁸⁷⁰

⁸⁶⁷ Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain*, 131.

⁸⁶⁸ Jessica Taylor, "Interview with Mary Tindell," in *Dictionary of Scottish Architects Historic Scotland Post-war Interview Programme* (Ford, East Lothian: 13 August 2009).

⁸⁶⁹ Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain*, 131.

⁸⁷⁰ Gibberd, "Landscaping the New Town," 85.

As was seen earlier (page 215), Hugh Wilson claimed, as soon as he became Chief Architect and Planning Officer at the Cumbernauld Development Corporation, that at Cumbernauld there were to be no neighbourhood units, as such planned units, in his view, were obsolete especially in such an urban new town where the town centre was so easily accessible on foot and by car. To be sure this set Cumbernauld apart not only from acceptable new town planning theory, but also from *the Clyde Valley Regional Plan*, which first referred to Cumbernauld as a possible site for a new town; from the Clyde Valley Regional Planning Committee's 1950s proposals; and from the plans developed by Sir Robert Grieve and his team at DHS, all of which allowed for distinct neighbourhood clusters/units as a matter of course seen in chapter 6.

The principle of the neighbourhood unit has been described in chapter 1, and can be summarised as a division of a new town into several distinct units, having anywhere from 5000 to 12000 residents and providing shopping and community facilities. The Cumbernauld proposals of Wilson's department suggested that "this approach was not appropriate to the creation of a 'town' which should be perceived as a unified whole by its residents".⁸⁷¹ But that rejection was not carried through into practice throughout the entire history of the town. Not only were actual neighbourhood units created, in the addition of Abronhill and Condorrat, but the original town was also substantially carved up, in effect, into

⁸⁷¹ Carter, "Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962", 7.

neighbourhoods, differing from the stereotypical neighbourhood unit pattern in the lack of the usual cluster of shops and community facilities. References to the development of neighbourhood units at Cumbernauld are few and far between, but this incongruity between the claimed departure from the neighbourhood unit principle and the creation and clear development of neighbourhoods at Cumbernauld cannot be denied.

Lewis Mumford, in 1961, said:

Cumbernauld is very interesting because it tries to break away from the two phases of the original new town. It attempts to get away from the notion of the neighbourhood unit by not having differentiated neighbourhood units and by not having any spatial separation between the neighbourhood units – as in so many of the new towns.⁸⁷² Yet in practice, a clear spatial differentiation between the neighbourhoods *is* created by the road system, and Mumford even continued, “I don’t think it is able to abolish the neighbourhood; the neighbourhood will still reappear in Cumbernauld”.⁸⁷³

One of the former architects of the CDC brought up Cumbernauld’s ‘unofficial’ neighbourhoods in reference to the scale of the road system: “They said we won’t have neighbourhood units, you know, we’ll just have one town, but the way these roads go, they completely divide the neighbourhoods, more distinctly

⁸⁷² Lewis and Graeme Shankland Mumford, "Both Heaven and Hell: A Conversation between Lewis Mumford and Graeme Shankland, Transmitted on the B.B.C. Third Programme, 16th September 1961," *Journal of the Town Planning Institute* 47, no. 9 (November 1961): 281.

⁸⁷³ Ibid.

than the neighbourhoods at Harlow or anywhere else, because they are such huge barriers".⁸⁷⁴ Each area is completely separated from its neighbours by large roads, sometimes set below the housing level so pedestrian bridges are needed to access one area from the other. These are only provided at certain points, as seen in (figure 44), and by their very existence only between two neighbourhoods, they clearly distinguish between the two areas.

⁸⁷⁴ Taylor, "Interview with Jim Johnson."



**Figure 44 Footbridge between Muirhead and Kildrum, Cumbernauld
(photograph by author)**

In other parts, where houses and roads are on the same topographical level, underpasses are instead used to access one neighbourhood from another, often, when the new town was under the auspices of the Development Corporation and not the local council, painted by the new town artist Brian Miller

with brightly coloured motifs⁸⁷⁵ as clear signals of transition from one zone of the town to another. There are only a handful of instances at Cumbernauld where an underpass has to be used *within* a neighbourhood.

These occur in three areas: on the north-side, where a main road cuts the whole area in two; at Greenfaulds, where the loop road creates inner and an outer area, though this is to clearly distinguish between the owner occupied and rental houses; and at Kildrum and Park, where in a similar arrangement to Greenfaulds, a loop road separates the owner-occupied and rental housing areas, with the exception of Kildrum 1 and 22, the first of which was constructed before the road and pedestrian system had been fully developed, to provide housing for the employees of the Burroughs Factory. This separation of housing tenure types is not the only departure from the CDC's aim to create a balanced community.

While the facilities provided in each area are slightly less than those provided in previous new towns (see pages 100-1), the inhabitants relied heavily on these shops and community centres disproportionately heavily in comparison to the town centre. The shopping habits referred to in the previous paragraph are those outlined in an article by Nicholas Low in *Urban Studies* in 1971.⁸⁷⁶ Low writes that while the town centre is supposed to provide for all in the town, many

⁸⁷⁵ Jessica Taylor, "Interview with Brian Miller," (Cumbernauld: 27 March 2008).

⁸⁷⁶ Low, "Centrism and the Provision of Services in Residential Areas."

people rely on their local grocery shop, one for every 300 to 400 people, and on other regional shopping centres such as Glasgow, Falkirk and Stirling.⁸⁷⁷

Though the delayed opening of the town centre was burdened with responsibility for this, there were delays in all new towns in the provision of central shopping facilities (see page 302).⁸⁷⁸ In any case, areas developed their own autonomous social identity regardless of amenities, being not only geographically separated from one another but also distinct in the minds of residents, and in name. Each neighbourhood is named after the farm or steading that stood previously in its general area.

The *Cumbernauld News*, local newspaper to the new town from 1961, either encouraged this recognition of the separate areas, or reflects the ways in which the town's inhabitants appropriated and made sense of their surrounding. Either way, separate neighbourhoods were inexorably delineated. For example, an early edition speaks of the unorthodox play spaces at Seafar I.⁸⁷⁹

The distance was also an issue, though not one perceived by Lewis Mumford.

He believed that the CDC:

Made a very radical and I think valuable departure [from the neighbourhood unit] in two directions. First of all Cumbernauld is based on the pedestrian scale; every part of it, even the town centre, is within walking distance, half-a-mile or so, of the furthest residential neighbourhood...the gain in social life

⁸⁷⁷ Ibid.: 184.

⁸⁷⁸ John Tetlow and Anthony Goss, *Homes, Towns and Traffic* (London: Faber and Faber, 1968), 89.

⁸⁷⁹ Anonymous, "Unorthodox Playground at Seafar I," *Cumbernauld News* 7 July 1961.

– the gain particularly from the standpoint of the neighbourhood – is a great one.⁸⁸⁰ Having to walk half-a-mile or so for a weekly shop for a mother, and perhaps a child, certainly cannot be pleasant, especially with the hilly Cumbernauld terrain. Even with this argument, Mumford still did not think that neighbourhoods were inescapable (see page 368).

The application of pedestrian and vehicular segregation on a town scale was first done so thoroughly at Cumbernauld. Again, however, the concept itself was not new and it had been applied to some extent in some Mark I new towns. Other projects being planned around the time also went in for separation of those on foot and the car, such as the Barbican in London, the various plans for which stem from the mid- or to late 1950s.

The choice of a master plan over a basic plan for Cumbernauld, a novel decision based on the planning principles and theories of Hugh Wilson, was also not wholly radical, or diverging from the Mark I new towns. This subject was broached as early as 1946, when the Minister of Town and Country Planning and the Secretary of State for Scotland presented the final report of the New Towns Committee to Parliament.⁸⁸¹ This presentation pointed out numerous ideas on which the future new towns would be based, including the importance

⁸⁸⁰ Mumford, "Both Heaven and Hell: A Conversation between Lewis Mumford and Graeme Shankland, Transmitted on the B.B.C. Third Programme, 16th September 1961," 281.

⁸⁸¹ *Final Report of the New Towns Committee Presented by the Minister of Town and Country Planning and the Secretary of State for Scotland to Parliament*, 13.

of flexibility: "Indefinite planning is not planning at all, and whenever and wherever construction has to proceed, lines and limits have to be laid down, so that the designers of individual works and buildings can conform to them".⁸⁸²

Hugh Wilson's first attempt to distinguish Cumbernauld New Town (basic plan) from its predecessors (master plans) was an act of exactly the opposite of façadism: the principles of a 'plan', specifically the necessary flexibility, are present behind both the 'master' plan and the 'basic' plan.

On one hand, this is exactly what the choice of a basic plan over a master plan seemed to be in opposition to, a town where the architects and planners had to conform to the guidelines written up in the first few years of brainstorming. On the other hand, there was at Cumbernauld, despite the spirited vision of the free-thinking staff, some of whom arrived to work on skis during the winter months,⁸⁸³ a call for a degree of conformity. Indeed, the planning of Cumbernauld was not as individualistic as the idea of the basic plan appears to support. Cumbernauld still had to meet the standard guidelines that other new towns followed: house types had to take into consideration sunlight and topography, with the added difficulty of working within a larger transportation system.

⁸⁸² Ibid.

⁸⁸³ Taylor, "Interview with Douglas Stonelake." and ———, "Interview with Brian Miller."

Along with this, at Cumbernauld, there was an intentionally high degree of aesthetic uniformity throughout the site, created by building materials (harling for example) and detailed planting. The use of colour was also strictly regulated, which brought about the creation of guidelines to deal purely with the use of colour in the new town.⁸⁸⁴ There was, in fact, a debate within the CDC on the use of colour in a particular area. In some ways, Cumbernauld is more uniform in appearance than other places: East Kilbride, for example, has a wide variety of housing types also, some of which are very unusual, as does Glenrothes. Furthermore, because of the footpath network and lack of any 'street' system the layout is much more set in its ways (as shops cannot develop on the side of the road if thought necessary as at Milton Keynes).

Yet the atmosphere of design and creation at Cumbernauld was certainly flexible as within the guidelines of the basic plan extremely imaginative housing types were introduced. But this emphasis on flexibility at Cumbernauld does, in fact, follow on from the Mark I new towns and in the original guidelines set out as early as 1946, which were also followed in Scotland by East Kilbride and Glenrothes.

⁸⁸⁴ CDC, "Note on Colour of Buildings [NLA UT/82/3]," (Cumbernauld: 28 February 1963).

4.2 Cumbernauld and its Contemporaneous Planning Thought

Included in the very same edition of the *Architects' Journal* as Hugh Wilson's preliminary ideas on what form Cumbernauld should take (discussed from page 210) is a five page spread on another new town: that for a compact new town with a specific function planned by the students of University College, London.⁸⁸⁵

The plan, created by the students of the Town Planning Department under Lewis Keeble and Dr Schaffenberg, was already in model form by this date, with clearly drawn perspectives and layouts (figure 45). Everyone was to be compactly placed within walking distance of the town centre, small industry was to be included in the residential areas, the neighbourhood unit was abandoned and vehicles and pedestrians were segregated throughout.⁸⁸⁶

⁸⁸⁵ Anonymous, "A Compact New Town with A "Specific Function": Planned by Students of University College, London," *Architects' Journal* (22 November 1956).

⁸⁸⁶ Ibid.

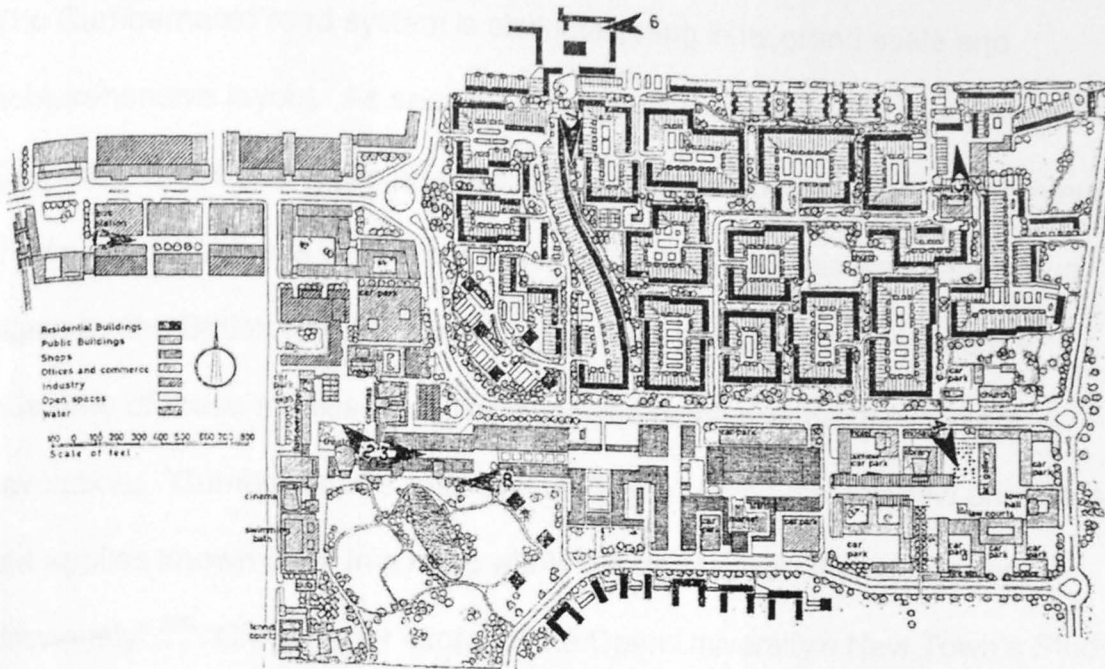


Figure 45 A compact new town for a “specific function”
(AJ, 22 November 1956, p 735)

A further variant of this project was proposed by Mayer Hillman and J B Lehrman in 1957. The two broke off from the main UCL group due to disagreements, and ended up imagining a linear new town with even high densities than their colleagues, with an even greater degree of pedestrianisation.⁸⁸⁷ This example shows that the ideas thought unique to Cumbernauld set out in the introduction of this thesis and in chapter 6 were emerging elsewhere simultaneously, and were in fact not based on Cumbernauld at all, but were growing alongside.

⁸⁸⁷ Mayer Hillman, "Project for a Linear New Town," *Architects' Journal* 125 (4 April 1957): 503.

The Cumbernauld road system is also interesting in its grand scale and comprehensive layout. As seen previously, the Cumbernauld Development Corporation used scientific analysis to design the system around the journeys the town's inhabitants would make (see pages 250-2). This was then tested again by the British Road Research Laboratory and altered.⁸⁸⁸ While the outcome of these studies was interesting, the result was hardly a violent revolution: "Cumbernauld's road system doesn't introduce any new principles but applies known ones in a more whole hearted fashion than customary previously".⁸⁸⁹ Chris Carter wrote for the Open University's New Town's Study, concerning the innovations in planning thought and practice in Cumbernauld, that the different ideas put into practice in the road layout were not new, but perhaps took existing ideas further: through the roads hierarchy.

The built road system was, on one hand unique, as a contemporary of the British motorway, while incorporated within a town, but was not as advanced as what had been already built in other countries. The integration within a town is the main novelty in the concept of Cumbernauld's roads: "When I was in London, just before I came up, they had opened the first section of British motor way from London to Birmingham, a straight bit of motorway, and it had such interchanges, but to be actually building these, integrated within a new town had never been done before. Other towns had roundabouts. Go to East Kilbride

⁸⁸⁸ Gibbs, "Cumbernauld New Town, Mark II: The New Road Plan," 280.

⁸⁸⁹ Ibid.: 283.

and there's a network of roundabouts".⁸⁹⁰ Other countries, however, had gone further.

Planning in America, for example, was for the most part based on the road. These were so advanced as to be conceived futuristic and impossible by Europeans, even though they were actually being built. Robert Moses advocated and allowed schemes in New York City that far surpassed any road integration schemes being developed in Europe. The late 1950s proposed plans for the Lower Manhattan Expressway (figure 46), for example, enclosed the road inside buildings, on numerous levels, and though not built, were not considered unattainable as the imaginative schemes of the megastructuralists, for example.

⁸⁹⁰ Taylor, "Interview with Douglas Stonelake."

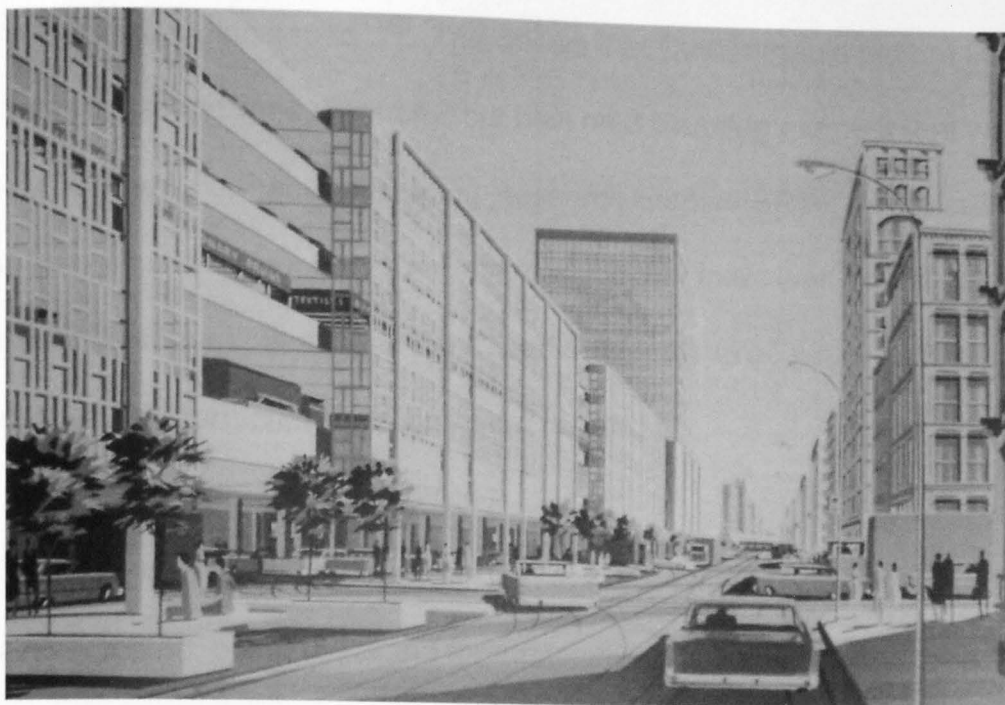


Figure 46 Lower Manhattan Expressway enclosed in buildings, by Gero (Kenneth & Balloon, *Robert Moses and the Modern City*, London, 2007, p 214)

Chris Carter argues that one of the key innovations at Cumbernauld was the clear enunciation and definition of a roads hierarchy. While he recognised that the concept of the hierarchy itself was not new, the clarity of the definition of purpose and the indication of maximum traffic flows for each level in the hierarchy indeed were.⁸⁹¹ The concept of such a hierarchy was first definitively written about by Alker Tripp in 1942,⁸⁹² if not mentioned earlier by others. Tripp said that there are, "three classes of road and three classes only: the artery, the

⁸⁹¹ Carter, "Innovations in Planning Thought and Practice at Cumbernauld New Town 1956-1962", 10.

⁸⁹² Alker Tripp, *Town Planning and Road Traffic*, 1st ed. (London: Edward Arnold & Co, 1942), 41-3.

sub-artery and the local road".⁸⁹³ This shows that Cumbernauld did not invent and put into use the road hierarchy, but built on a planning element that was already familiar. Further, the Building Research Station (BRS), on describing research on the Radburn layout in Britain, found that there was no definitive example of Radburn planning in the United Kingdom: in all cases, one or other of the three Radburn characteristics were omitted.⁸⁹⁴

The massive, and advanced, road system at Cumbernauld has never been completely tested, being too grand for the town's usage even today. Jim Johnson recalled how, "it was quite amazing how the road system grew...it was grossly over designed".⁸⁹⁵ He continued:

I don't think the car ownership is even like that now. The roads are quite quiet, it was very safe in terms of road accidents, the figures were for a long time incredibly low, people weren't getting knocked down. The other side is that people get mugged on the footpaths and in the underpasses. Everybody thought the great danger was from the road, the danger seems to be from other people sometimes.⁸⁹⁶

Being grossly over designed, the roads ended up occupying much more land than originally envisioned, as did the churches. This had consequences:

There had to be odd bits of ground put aside for various churches and things like this, with a bit of parking round them and all this. I think there was a general...[finds report]....There were (a) the roads, and (b) the things they hadn't really thought about: it wasn't just housing. They never quite got the densities they were looking for. And that's why the pressure got...as you went down the hill towards the railway station on the south-side of the hill,

⁸⁹³ Ibid., 330.

⁸⁹⁴ Atkinson, "Radburn Layouts in Britain: A User Study," 381.

⁸⁹⁵ Taylor, "Interview with Jim Johnson."

⁸⁹⁶ Ibid.

every scheme had to have a higher density, which really led to the problems of these blocks right at the bottom.⁸⁹⁷

The mixed development found throughout Cumbernauld highlighted again to the town's real place as a successor to the garden city tradition, rather than as a futuristic break from that legacy. Mixed development comprised the use of a variety of building types to accommodate a variety of different people and family sizes; as Frederick Gibberd put it, "to ensure that whatever the age and size of the family, it has the right kind of dwelling; and that there is every type of family in the community".⁸⁹⁸ In addition, mixed development was a response to the supposedly dull and monotonous sites consisting of houses of all the same height, which were attacked in the 'prairie planning' criticism led by Gordon Cullen and J M Richards.⁸⁹⁹

A mixture of building types in new planned settlements was not a new phenomenon. Thomas Sharp showed interest in such developments, but not in a twentieth century form: rather, Sharp found such interest in the traditional British towns. Sharp, in encouraging architects to look at what already existed in towns and cities, said, "there can be central flats *and* central houses".⁹⁰⁰ Miles Glendinning and Stefan Methesius interestingly link the garden city with mixed

⁸⁹⁷ Ibid.

⁸⁹⁸ Anonymous, "Housing at Hackney," *Architectural Review* 106, no. 633 (September 1949).

⁸⁹⁹ Cullen, "Prairie Planning in the New Towns."

⁹⁰⁰ Sharp, *Town Planning*, 65.

development in *Tower Block*, though the garden city advocates did nothing of the sort, by saying, "We can thus argue that mixed development was, in some respects, at least in planning terms, a successor to the garden city. A similar kind of logic was at work in both cases: like the garden city's town/country ideal, mixed development, too, tried to provide the best of both worlds".⁹⁰¹

Cumbernauld adhered to this mixed development formula in most residential areas. Seafar included low-rise development as well as groups of tower blocks. In Carbrain, too, mixed-development was used to create variety. Even within Carbrain 9 five storey stub blocks were used with three storey terraces.

In terms of the influence these different features had on other developments, Cumbernauld is often thought to be the basis for the un-built Hook New Town. Hook's designers visited Cumbernauld often, to the point where Hugh Wilson was somewhat bothered by the frequency.⁹⁰² Hook, however, in many cases reverses Cumbernauld's decisions. For instance, Hook's town centre was to be in a valley as opposed to Cumbernauld's hill-top town. It was claimed that because of this residents would not have to walk up the hill to get there, and instead go down or directly onto the desired levels of the town centre (as lower

⁹⁰¹ Glendinning, *Tower Block: Modern Public Housing in England, Scotland, Wales and Northern Ireland*, 29.

⁹⁰² Taylor, "Interview with Douglas Stonelake."

in the valley would be car parks etc).⁹⁰³ The Hook plan would also not need extensive foundations and digging done to make space for the car parks and transportation lines.⁹⁰⁴

Both Cumbernauld and Hook were united in deciding upon a linear town centre plan, which in theory would make more of the town centre reachable by a greater number of residents. In reality, though, many people were still far apart. The town centres were both multi-storey, with parking levels underneath and a plethora of shops. Whilst Cumbernauld was supposed to be built in phases, each containing more shops, commercial space and houses, the Hook town centre was to be a pedestrianised platform, to be built with gaps to provide for the later construction of large department stores and significant cultural buildings. The two really are equivalent in this, as Cumbernauld's phases were to be separate but unified as the centre, as would Hook. Both new town plans were quite strictly zoned. In both the industry is kept largely separate from the housing, the latter is all focused on the town centre which contains the majority of amenities. Cumbernauld rejected neighbourhood units in favour of a town as a single entity, as did Hook. Hook, at the time the plans were abandoned, did not have such distinctly articulated parts as Cumbernauld (i.e. Kildrum 19, Seafar 2, Carbrain 9), but these could have developed over time.

⁹⁰³ LCC, *The Planning of a New Town: Data and Design Based on a Study for New Town of 100,000 at Hook, Hampshire*, 29.

⁹⁰⁴ Ibid.

Cumbernauld, then, is an integral part of the development of the post-war ideas of settlement planning, aiming to progress most standards but often actually advancing most in unintended. One of these areas was housing. While the Mark I new towns and other early post-war developments were, soon after construction, widely attacked for their lack of imagination, sterility and monotony, Cumbernauld stands out from other contemporaneous developments in the individualistic flavour of its housing concept.

If one looks to the case, seen earlier, of the experimental new town project for a new town created by the students of Town Planning at University College, London, this is clear. The project plans showcase a town incorporating modern ideas of urbanity, centrality, mobility etc., without any real originality in housing design. The houses are in rows with pitched roofs, and in flatted blocks in relatively hackneyed layouts; this may of course be due to the planning nature of the project, but the two fields were greatly intertwined by the mid-1950s. Steps, of course, had already been taken into the creation of interesting housing types (as will be seen in the next few pages), but such ideas were not put into practice on such a large and unified scale until Cumbernauld.

Cumbernauld housing is often referred to as being advanced, but according to Glendinning these houses were not unlike those found in the Scottish Mark I new towns, and that, "their 'advanced' character lay partly in their move away from the standardised solutions formerly thought to be an essential aspect of

modernity, towards more complex forms partly influenced by tradition".⁹⁰⁵

Housing at Cumbernauld built on the diversity of existing housing types, and developed them to fit the sites, and to suit the basic living standards accepted by the Corporation in sunlight allowance, privacy, open space, accommodation and so on. Housing in Great Britain, it must be remembered, was already quite advanced in terms of variety of house types, in contrast to the extreme standardisation of, especially, developments in the Soviet Union. Great Britain was home to Park Hill in Sheffield, and developments at places like Dysart, in Scotland, or David Percival's picturesque and diverse council housing of 1955 in Norwich prove that housing was already moving away from the normal stepped pitched roof terrace house.

The architects all came from innovative authorities elsewhere in Great Britain and were very much influenced by their time in different new towns/county councils. Most of them liked what they were doing in places like Stevenage, Coventry and London, and came to Cumbernauld in the belief that, there, they would be able to continue doing what they believed was worthwhile in housing terms. Further, many post-war architects travelled abroad, and had access to international journals, and British architectural journals that picked up on international architectural goings on. Sweden was a great influence in housing

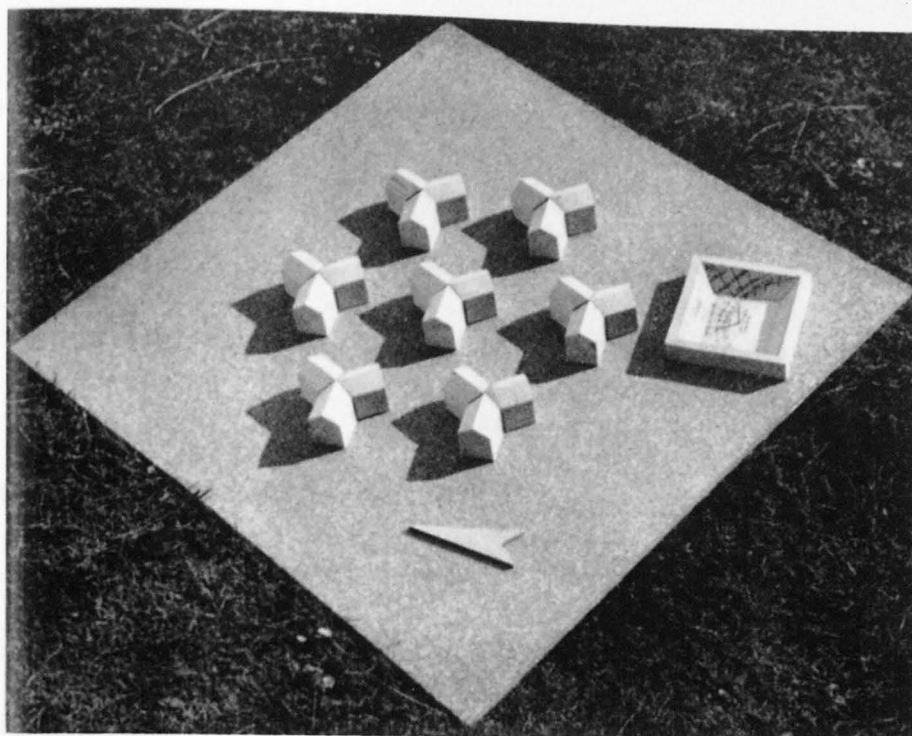
⁹⁰⁵ Miles Glendinning, "Cluster Homes Planning and Housing in Cumbernauld New Town," *The Twentieth Century Society Journal* 9 (2008): 142.

styles and types, and the work of Sven Backström and Leif Reinius, particularly, can be seen as influential, especially their Y-blocks at Gröndal.

This particular housing type, though, could already be seen in the United Kingdom by the mid-1950s: the Y-block was being used for a development in Beckenham by Armstrong and MacManus in 1957,⁹⁰⁶ earlier in Sydenham Hill, England as part of a development by Guy Morgan and Partners, LCC, where work was begun on site by January 1954,⁹⁰⁷ and Scotland was already aware of it. In Scotland, the type was well liked by the DHS: a pamphlet published by the DHS in 1958 showed the use of the Y-block in sunlight studies (figure 47).

⁹⁰⁶ Anonymous, "Flats: Beckenham," *Architectural Review* 121, no. 720 (January 1957).

⁹⁰⁷ ———, "Housing: Sydenham Hill," *Architectural Review* 117, no. 697 (January 1955).



**Figure 47 Sundial being used to show natural sunlight
(DHS, *Scottish Housing Handbook Part 1: Housing Layout*, 1958, Image 46)**

The unique quality of the Cumbernauld housing lies in its combination of unity and individualism. Innovative, variegated planning layouts are treated in a cleverly unified way, achieved not least through the sensitive use of the site in relation to sunlight allowance, privacy, slope and environment. With a hogsback hill to work with, it was inevitable that some attention would be paid to landscape. Earlier, of course, both East Kilbride and Edinburgh witnessed design of houses to suit the site, and there were even earlier examples in Sheffield at Gleadless and London at Roehampton, though Cumbernauld came up with more creative solutions with an arguably more human scale. The wonderful and varied landscaping has a great deal to do with this. Harlow, cited

several times above, as an exemplary new town that initiated many of the practices Cumbernauld wished to put into place. Gibberd, in his description of the town and its landscape, called for all town planners to pay attention to existing topography, in addition to the ways in which earlier architects dealt with this in the area, and take both into mind when creating new housing.⁹⁰⁸

Also, the layouts created at Cumbernauld by consideration of the site, sunlight, privacy, and the footpath system, prove in some cases to be more innovative than those of the earlier new towns, though they are not radically different. This shows, for example, in a comparison with the layout for the Westwood area of East Kilbride, where, despite interesting housing types, the layout is quite conventional. Cumbernauld's layouts, while more dense, provide variety, even within the individual housing areas, putting an end to the usual criticisms of aesthetic monotony, though sometimes thought of as confusing. Though one potential resident was so lost when trying to find his future house on his first visit to the town he missed his train back to Glasgow and slept outdoors, promising not to return without a homing pigeon, this did not deter him from moving to the town.⁹⁰⁹ Whether intentional or just the result of having to work within the standards already mentioned, Cumbernauld is dynamic, though not without some aberrations, notably in the Carbrain area. There, the terrace houses, when built, created a slightly harsh, rectilinear environment, as seen in a

⁹⁰⁸ Gibberd, "Landscaping the New Town," 87.

⁹⁰⁹ Anonymous, "Bothered and Bewildered: A Contributor Talks to New Town Exploration."

photograph taken when the dwellings were newly completed. The rows of houses are rigidly uniform, in opposition to the principles of Townscape.

The Harlow planners, as much as four years before Cumbernauld was even designated, were also busy creating a site sensitive town which paid great heed to locality and geography in terms of the vernacular: "Brick, wood, white painted timber door and window frames, pitched tile and slate roofs are used to produce an architecture that is informal and pragmatically adapted to every demand of locality and landscape in order to create an identifiable sense of locality and place".⁹¹⁰

An earlier development of Gibberd's, that of Somerford Grove in Hackney, was also an example of what the Cumbernauld design team were trying to achieve: "modern architecture rooted in regional identity",⁹¹¹ with relatively high densities and creating an urban space worthy of Thomas Sharp's admiration. The mixed development of the site is unusual, creating already in the varied 1940s landscape that Sharp, the townscapists and even Gibberd himself wrote about.

To a degree Cumbernauld is even more 'functional city' than the Mark I New Towns, as it separated all the four main functions of a modern town - dwelling, work, recreation, *and* transportation instead of only the first three. In the Mark I

⁹¹⁰ Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain*, 132-3.

⁹¹¹ *Ibid.*, 83-4.

new towns, East Kilbride and Stevenage for example, housing, industry, and recreation are all, in strict planning terms if not social terms,⁹¹² separate. At Cumbernauld, the same is true, apart from a single attempt at Seafar to include a flatted factory in a residential neighbourhood, but traffic is also elevated into an additional zoned element. At Cumbernauld, traffic completely separates the other functions physically, but as a function itself is also completely separate. The vehicular/pedestrian segregation plays a large role in this. Whereas at East Kilbride or Harlow the street was connected to the houses by a pavement, this, for the most part, does not happen at Cumbernauld.

This is also the case for the town centre. The pedestrianised Town Centre building was, from the town's early days, to be multi-level in structure, as opposed to an open air single storey pedestrianised street spread out over a piece of land, mostly due to the layout of the roads. The *Cumbernauld New Town: Preliminary Planning Proposals* clearly lists the original intentions for the town centre: "The central area of the town will provide sites for shops, offices and public, cultural and recreational buildings [. . .]";⁹¹³ but more importantly, "[. . .] it is considered that there should also be some housing in high blocks within

⁹¹² In terms of how the plan is used instead of how the plan is laid out on paper, it would be quite difficult to not pass leisure time in one's home or in the back yard of one's home for example.

⁹¹³ CDC, "Cumbernauld New Town: Preliminary Planning Proposals," 34.

the area to ensure that it maintains a lively atmosphere even when the shops and offices close".⁹¹⁴

This shows that the CDC was less interested in the effect people would have on the shops out of hours, than on the effect they would have on the appearance and experience of the town. The CDC's blatant desire to create an aesthetic quality of vibrancy, rather than consciously to aid the economy or society of the new town, neatly follows Thomas Sharp's own ideas on the subject.

Continuing with the idea of vibrancy as a necessary quality to aim for in town planning, what would a vibrant town look like, and when has such a town existed in history? This can be answered simply by juxtaposing the natural and the planned town. The natural town is one that has grown organically and slowly through time without a definite plan: New York City, London and smaller cities such as Cambridge, England. The planned town is one that has been planned from the beginning such as any of the garden cities, Edinburgh's New Town, Versailles, and Brasilia, to name only a few. Thomas Sharp writes eloquently on the subject In *English Panorama*:

The pure renaissance town was a monument. Its great planned effects were static. They gave an immediate, perhaps a breath-taking sensation; and then had no more to give. In the fully planned renaissance town everything was displayed once and for all: there were no intimate qualities; no secrets: there was nothing to learn, and nothing, by learning, to love. It was a town to look at, to visit, rather than a town to live in. Its one great quality was that it had order. The medieval town, on the other

⁹¹⁴ Ibid., 34.

hand, was wildly disordered. But in contrast to the renaissance town its effects were full of movement, of variety, of surprise, of changing interest. This was a living town, and a town to look at while one lived in it. This is the kind of the town we should have in the future.⁹¹⁵ This future was, to an extent, Cumbernauld new town, and the description fits: disordered, initially full of movement, variety and even to some extent surprise.

The disorder is understood on visiting: people entering and leaving the town in all directions; lots of different passageways available for transit; and numerous areas in which to be lost. The element of surprise was something definitely considered. This is evident in the way one is led through weaving passageways from one level to another. These ramps are narrow at some points and at others they open to wide views of the surrounding countryside. The town centre building has also been referred to as a medieval hill town in the manner of San Gimignano,⁹¹⁶ though in physical reality the similarities between Cumbernauld and this Italian hill-top locality are not as plentiful as in theory. Finally, movement is also clear at Cumbernauld: people would have initially, when all the different uses of the building were intact, continually moved from one to another.

Cumbernauld is hardly the first town to incorporate such theories into practical planning. *Town Design*, the showcase of ideas that created the plan for Harlow New Town, "shows how the values of the Picturesque and the New Empiricism could be linked to an older tradition of town design. It is in effect a restatement

⁹¹⁵ Thomas Sharp, *English Panorama*, 1 ed. (London: JM Dent & Sons Ltd., 1936), 111.

⁹¹⁶ Murray, "Appreciating Cumbernauld," 88.

for the early 1950s of the approach to town design first set out in 1889 by Camillo Sitte in *Town Planning According to Artistic Principles*" (and imported to Britain after 1900 by Raymond Unwin).⁹¹⁷ Gibberd was creating examples, both on paper in *Town Design*, and on the ground in Harlow, of how the picturesque civic design described by Sitte could be translated into a modern architectural vocabulary. In fact, Gibberd was contending with the idea of visual interest in 1948, declaring that, "if a new town is to come alive visually it must attain the qualities in which variety of contrast, rhythm, and surprise resides".⁹¹⁸

On examining the literature available on mixed-use development in the twentieth century, an evolution is evident from a planning form focused purely on providing the aesthetic impression of a vibrant atmosphere, to a planning theory that creates a successfully functioning locality. People must need and want to use a city or town continuously for it to be safe and successful, and this requires a variety of uses open at different times of the day. The presence of people creates an aesthetic of vibrancy, and this is what the early advocates of mixed-use in the twentieth century were aiming for.

The aesthetic quality of liveliness was also an aim of the architects and planners of the Cumbernauld Development Corporation in the creation of their new town. The town centre specifically, the single part of the town built along the original

⁹¹⁷ Bullock, *Building the Post-War World: Modern Architecture and Reconstruction in Britain*, 132.

⁹¹⁸ Gibberd, "Landscaping the New Town," 85.

theories of the Development Corporation, achieved this liveliness, and in the early days was home to the hustle and bustle that one sees in traditional town centre layouts.

SECTION 5 CONCLUSIONS

The presentation of the *Final Report of the New Towns Committee* to Parliament in 1946 by the Secretary of State and the Minister of Planning also mentioned another important issue: planning for when the new town ages: "Precise planning should, however, never be too far ahead of actual construction. A growing town is a living entity, and its final shape in detail cannot be exactly predicted or prescribed".⁹¹⁹ The CDC was planning for 2010 in 1960.⁹²⁰ However, almost none of the proposals set down for the future were ever put into place. Most of this planning for the distant future revolved around the town centre, where maglev and gravity parking systems were envisioned, not to mention the use of the entire town centre structure as a massive vending machine when shopping, as practiced in the 1960s, would go out of fashion.⁹²¹

The planning of Cumbernauld is a veritable compendium of interesting *individual* innovations: the fact that a brutalist mixed-use structure that emulates the style and idea of the suburban, edge of town American shopping mall is placed at the centre of the town; the fact that there is a completely segregated system for pedestrians and vehicles, not seen elsewhere so complete; the fact that a wide array of accommodation was provided for families of differing sizes; the fact that

⁹¹⁹ *Final Report of the New Towns Committee Presented by the Minister of Town and Country Planning and the Secretary of State for Scotland to Parliament*, 13.

⁹²⁰ Taylor, "Interview with Alex Kerr."

⁹²¹ Ibid. and Copcutt, "Cumbernauld New Town: Central Area," 210.

each site was considered in terms of house type and landscaping style, instead of the more usual plonking a standard house down; and much more.

Cumbernauld is full of these little innovations that build upon what was going on at the time, and what had gone on before. Cumbernauld did not spring fully formed from the minds of its creators with no reference points; each part was wholeheartedly considered by grounded architects and planners in reference to current thought and previous experience.

CONCLUSION

I don't know whether it's quite the death of a dream, but it was a dream, and it changed after I went abroad in 1966. I left still on a high, still lots of things being built, but somewhere between then and when I went back to do some work in the nineties, something had definitely changed; the whole mood of the place was different..⁹²²

The immediate post-war period in planning was seen by many to represent "the materialization of pre-war ideas",⁹²³ of which some, CIAM's for instance, were seen as being part of the avant-garde. By the 1950s, however, there was a cry for something new that was up to date, rather than a mere continuation of pre-war modernism. Cumbernauld was developed from the ideas inherent in the 1950s' quest for a new architecture and planning, and its concepts and built form were applauded as such. Cumbernauld's break with the past is intrinsic in even its claim as the first of the Mark II new towns, being wholly different from the Mark Is in the preclusion of many key contemporary planning features in favour of apparently more modern, more glamorous, and more necessarily social theories.

Using archival research, interviews with those actually responsible for the designing and carrying through the new town plan, contextual reading, and field survey as described in chapter 2, it was established in this thesis that the widespread claim that Cumbernauld in plan or realisation was a revolution in

⁹²² Taylor, "Interview with Douglas Stonelake."

⁹²³ Pavitt, "Introduction," 17.

planning and architecture in the mid to late 1950s, does not stand up to the evidence. Instead, the concept and realisation of Cumbernauld New Town was an incremental development of, rather than revolutionary rupture from, the patterns of its predecessors, the Mark I new towns and other, similar plans, and drew heavily on a range of mainstream contemporary architecture and planning influences of the late 1950s and 1960s, evident in the town's development from 1955.

The sequence of events of the development of the plan for Cumbernauld will now be briefly reviewed. After much debate the need for further new towns for Scotland was cemented by 1953, and after consideration of available locations Cumbernauld was chosen to house 50,000 people, mostly relocated from Glasgow. The town was planned by the CDC, the architects' department of which was composed of men and women arriving at Cumbernauld from interesting developments elsewhere in Great Britain and very much influenced by their time employed building various new towns and county councils. Most of these young people saw great worth in what they were designing in places like Stevenage, Coventry and London, and came to Cumbernauld to continue creating worthwhile environments for human habitation and community growth, both inside and outside the dwelling.

The vision the CDC developed was unique: a compact and dense town on a hill in Scotland built entirely from scratch, apart from a few farm buildings which

were eventually demolished as the town grew. This new town, at variance with its predecessors, was to be truly urban, and not completely alien to the lively, urban setting being left behind in Glasgow, and thus providing the perfect setting for the growth of a new, and equally vibrant, community in Cumbernauld. This is linked to the sociological work that took place in the post-war period that found compact, higher density traditional urban neighbourhoods were home to thriving communities. The image of the traditional compact urban area was used by many reformists in the post-war period when talking about the benefits of existing traditional towns, finding in these images much that was lacking in post-war development.

The neighbourhood unit was to not be necessary in such a place and was omitted from the planning strategy: each area of the town was to see the integration of different uses, such as smaller industries, providing work closer to home and creating a different wave of movement to and from the areas. Communication for this new community was to be made simple, both by car and on foot, by a complete separation of the two forms of transport, allowing easy access to work, other parts of the town, and importantly, the town centre, which would act as the hub for almost all of the commercial, social and community activities. Not only was the neighbourhood unit found to be obsolete in the post-war period (see chapter 10), the idea of a thriving and easily accessible town centre was both a futuristic and a reformist idea. Living within a close walking distance of all necessary, and luxury, amenities is possible when living in mixed-

use developments, which the existing urban neighbourhoods advocated by Jane Jacobs, Thomas Sharp, Gordon Cullen and SPUR were.

The first period of town development followed the path set out by the *Preliminary Planning Proposals* and its two further amendments. The housing was built at higher densities than was common in new towns, and the vehicular segregation created a system of footpaths that safely took those on foot where they wished to go. The neighbourhood unit was not necessary as, when the town centre was completed, all needs would be satisfied less than a mile away, or ten minutes' walk. Pedestrians would have the added interest of buildings other than dwellings in the residential areas; these would provide visual variety, and to add a layer to the complexity of the area's atmosphere, residents, women specifically, being given the opportunity to work close to home.

The pedestrian was not to have all the fun in Cumbernauld: the car would enjoy free, and wide, main roads without traffic jams in order to reach its final destination, be it the industrial areas at the outskirts of the town, or the town centre, which was in itself a unique conception, being dreamt up as a massive complex of different uses on several levels with car parking below.

The roads and footpaths developed along the lines set out in the First and Second Amendment Reports. The only changes involved extension to the new areas, and the integration of footpaths in these areas into the whole. This, of

course, was slightly difficult, as not everyone in the town lived within a ten-minute radius of the town centre any more, and so the footpath access between the hilltop site and the outer areas, can be seen as something of a token gesture, as these routes are hardly used now due to length of journey and the condition of the footpaths, which are often dark and within wooded areas.

The delay in actually beginning the town centre building augmented the town's dependence on other forms of commerce, notably the local shops, the traveling vans, other regional centres and eventually the temporary shops constructed at Muirhead. This pattern of shopping continued to such a degree even after the town centre was opened, as shown in the CDC's own Postal Household Survey of 1969/1970. This demonstrated that the CDC's reason for eliminating the neighbourhood centres, the desire for focus of the community on the town centre, was being undermined by these other forms of local, and regional, shopping.

The increase in the target population from 50,000 to 70,000 led the CDC to put into action their tentative plan for satellite villages. The CDC was having some difficulty housing the original target population on the hilltop site, which would, if implemented to plan, have been a dense, urban, compact environment of 50,000 people. However, while not being able to house the full 50,000 on the hilltop site, the CDC could not house a further 20,000 there. The idea of the satellite village was mentioned in the *Preliminary Planning Proposals* in a single

sentence, but by 1960 the satellite village, or separate quasi-neighbourhood unit, was becoming a definite reality.

The construction of houses continued apace from 1960, both on the hill top and later in the 'satellite villages', with housing types influenced by developments in the UK, and further abroad in Sweden. The CDC, however, was accused of "losing its nerve" after the high-density housing of Carbrain,⁹²⁴ with later areas not achieving the urban quality so talked about in the town's early years of conception, and appearing not so unlike the residential neighbourhoods of Glenrothes and East Kilbride.

Industry developed from 1960 to 1967, largely according to plan, though in terms of planning within the town, industry was primarily kept separate from the other uses. There were, indeed, some very small forays into the practical construction of mixed-use areas, with the inclusion on two occasions of some employment in the residential areas in Seafar and Muirhead, but on the whole the residential areas remained residential, and the industrial areas were kept beyond the open space which surrounded the town.

By the 1970s, industrial production was under extreme pressure throughout the UK. Strikes, job losses and unemployment were all on the rise, leading to a

⁹²⁴ Jessica Taylor, "Interview with Sam Mitchell and Tom Reilly," (Cumbernauld: 3 March 2008).

vulnerable economic climate. Cumbernauld did not escape these problems. While the CDC did its best to attract industry, and employment, to the town, and were in many cases successful, overall this period saw the beginning of Cumbernauld's becoming a predominantly dormitory town.

The first phase of the town centre was opened in May 1967 by Princess Margaret and brought the town a number of necessary amenities in a more permanent nature than had been experienced by the new town's residence thus far. Shopping, administration, health, education and even entertainment had been provided before 1967 in one form or another, but not on such a scale, nor located in such close proximity to one another. Now, residents could go to a restaurant, go bowling, go shopping, visit a friend's house, post mail, deposit a cheque, see a doctor, or borrow a book all in one place.

With the departure of Copcutt before the town centre was even completed, the continuation of the flexible town centre building was not followed through for a variety of reasons, finance being one, along with the change in architectural trends, which saw the DHS losing faith in the complex structure. Later phases did not live up to the avant-garde promise of the original plan.

The increase in the target population from 50,000 to 70,000 in 1960, there was no allowance made with additional land, the whole of the 20,000 to be housed on the original designated area. By 1970, there was already talk of needing an

extension to the town, as not only could the CDC not house the original target population on the hilltop site, spilling over instead into satellite villages which were essentially neighbourhood units, but they could not house the extra 20,000 on the site due to ground conditions, the changing housing standards, etc. It was not until an extension order was passed in 1973 that the CDC could actually begin planning for these new areas, which were again satellite villages, and were not only for private occupation and designed and built by the CDC, but in many cases were privately developed, compromising the CDC's design principles, however much the Corporation's publications claimed otherwise.

With the first phase of the town centre open in 1967, the new town inhabitants could wean themselves off of the local shops, traveling vans, and temporary shops in Muirhead, and become dependent, as planned, on the town centre for all their commercial, social and administrative needs. However, the first phase did not offer many more opportunities than shopping and a library, meaning more than expected would continue shopping in their local shops and regional shopping centres, especially for goods such as furniture and clothes. The later phases were never built to plan, and the amenities described even in the town centre's opening brochure, such as an ice rink, museum, dance hall, etc., never came into fruition.

There were a further four phases, none of which truly followed Copcutt's intentions, adding as they did predominantly to the commercial use of the town

centre, one phase comprising only the Woolco in 1972. These phases did, though not on the same level, provide clear connections to phase 1, but later developments diverged from the idea of an interconnected complex. For example, the technical college, which was to be part of the building, was designed and planned as a separate building to the south of the town centre. The swimming pool and sports centre, originally planned as being included in the town centre building, were constructed with no actual connection. Later additions to the town centre area also provide no link to the original complex, reversing Copcutt's, and the CDC's, intentions. As a result the central area became a grid of unconnected large buildings with surrounding parking lots, traversed with difficulty on foot.

The continued use of the local shops for day to day and even weekly shopping is due not only to habit, but also to the distance of some residential areas from the town centre. The 1970s saw the continued growth of Abrohill, Condorrat, and Whitelees, which depended on their local shopping centres for provisions, along with the introduction of those areas within the town extension such as Balloch and Westfield. This last phase of town growth brought developments too far from the town centre to bear any meaningful relationship to it, especially at a time when regional planning was on the up and there being several other towns close at hand, with greater commercial and entertainment opportunities.

The CDC was ahead of the game by making many houses available for

purchase to the sitting residents in the 1960s. Such actions proved immensely popular and so were continued, along with selling plots of land for individual houses to be built upon, a scheme which several members of the CDC took advantage of. This developed in the late 1970s when the CDC planned great amounts of private development in the extension area, which they hoped to control in terms of design. Unfortunately, these hopes were frustrated,⁹²⁵ meaning that the later phases of the town completely diverged from the CDC's original plan, a fact very disappointing to many of the original architects and planners. It was this push for owner occupation, cemented by the Right to Buy scheme, that damaged the vibrant mixed-use atmosphere of the town centre by forcing the penthouse flats, once so popular, to be converted into offices, to avoid the complications of parts of a public building being privately owned.

From the 1970s the general form of Cumbernauld New Town became somewhat static: any new development was along the lines of suburban and purely residential development, intended for dormitory purposes. This completely reversed the original concept for Cumbernauld. The town may have begun as a compact urban development, but this too soon faded into suburban sprawl.

The idea of mixed-use development, which would have turned the policy of zoning pushed by CIAM and the garden city on its head, was carried through at

⁹²⁵ Taylor, "Interview with Douglas Stonelake."

⁹²⁷ Patrick Nuttgens, "Criticism: Cumbernauld Town Centre," *Architectural Review* 142, no. 850 (December 1967): 441.

Cumbernauld only in a handful of occasions. One flatted factory was constructed at Seafar, and some further small industry was included in Muirhead. After these two examples no further attempt was made in the creation of areas of mixed-uses, apart from in the central area.

The central area was the singular, and most avant-garde aspect of the whole town, which is why it has, at least in the most recent quarter of a century, been the focus of so much positive and negative attention. But even here, the building does not stand completely unconnected to the rest of architectural and planning history: as was seen in chapter 10, the idea of the 'megastructure', or at least the concept of a mixed-use complex, can be linked to the American malls, the efforts made by Erskine in Scandinavia, Mischa Black's plan for a complex on the Thames in London, excluding the numerous predecessors to the mixed-use complex further back in history, as so well laid out by Rem Koolhaas in *Delirious New York*, discussed earlier from page 155.

Cumbernauld New Town was both a great influence of, and a result of, architecture and planning ideas of the post-war period. Cumbernauld's plan was an amalgamation of the variety of architectural and planning ideas in existence from 1945 onwards. Due to numerous factors including funding, changing social structure, and housing tenure, the original plan was greatly altered from 1955 to 1970. Despite this, Cumbernauld is significant in its provision of a great variety of the facilities necessary, and an environment very

suitable, for human habitation. As Patrick Nuttgens wrote in 1967, "you have only to go to Glasgow to see areas of housing bigger than the New Town without any ameliorating facilities whatsoever".⁹²⁷

While it is beyond the scope of this thesis to make generalisations about the rupture in architecture in the early to mid 1950s, the common presentation of Cumbernauld as unique and revolutionary does not take the town's development into sufficient consideration. The town's form integrates a variety of contemporaneous ideas in architecture and planning, along with several other realised and unrealised plans, showing that, despite its promoters' claims of complete originality there were indeed underlying continuities stemming from the early post-war, and even pre-war, period.

The claim of revolutionary rupture, the rhetoric of something never before seen is, of course, a stock in trade of the architectural ideologies of the twentieth century, a prime example being the modernists' revolt against the Victorians. The rhetoric surrounding the town, trumpeted in the architectural press from the moment of Hugh Wilson's engagement as Chief Architect and Planning Officer and onwards, has perpetuated the mythical essence of the town in post-war Scottish architecture, and also helped to perpetuate the negative media. This rhetoric is inextricably linked with the town centre, about which the poetic,

technical, futuristic, and glamorous descriptions of Copcutt helped to set as an awesome icon.

The concept and realisation of Cumbernauld was indeed an incremental development of, rather than revolutionary rupture from, the patterns of its predecessors, and it drew heavily on a range of mainstream contemporary architecture and planning influences of the late 1950s and 1960s. With this in mind, it is also important to note that Cumbernauld did indeed make waves, initially speaking, and was an inspiration to a generation of architects all over the world, attracting staff in its early years because of its well-publicised original concept.

The CDC created an innovative plan incorporating the idea of full-scale separation of vehicles; the idea of a dense town centre; the idea of site specificity; the idea that small, localised areas were not necessarily the basis of community; and the idea of the advanced road system. While all of these ideas and innovations had been witnessed to some degree elsewhere, at Cumbernauld these elements were developed further and welded together into a unified, yet diverse, planning and community concept.

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APPENDICES

SAMPLE INTERVIEW QUESTIONS

- Where was the interviewee born?
- Interests in childhood?
- Occupations of parents?
- How did the interviewee become interested in architecture/planning/urban environment?
- Was architecture or planning studied? Where? When?
- What was the institute like?
- Did the interviewee begin working immediately after completing their studies? When and for whom?
- What was this first job?
- What was the atmosphere like in the field then? Something specific to the city you were in?
- Other jobs...
- Influences throughout career, which theories/styles/architects were admired, which inspired?
- Any particular countries influential?
- Any particular social feelings/sociological theories thought relevant to the interviewee's work?
- Which period though the most successful? Enjoyable? Why?

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/2/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill 2

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77763 75391

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover in January 1968, completed October 1968

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 2 lies outside the Abronhill ring road (Blackthorn Road) between this road and the Vault Glen. The Glen provides plenty of open green space around the housing area on two sides. The terrain of Abronhill 2 is sloped. Rowan Road accesses the site.

Individual elements (including x-ref to sub-fiches): 77 harled houses with salt box roofs and the remainder of the 230 dwellings in the form of four-storey harled blocks of flats with alternating mono pitch and pitched roofs. Due to the sloped terrain of Abronhill 2 the blocks of flats are on the high ground and the two storey dwellings on the lower ground. Contractor: Wight Construction. Parking is provided in the form of short rows of garages and circles of garages throughout the site.

Development: Unknown

NOTES

None

AUTHENTICITY

Buildings well maintained apart from superficial external deterioration, though the windows have all been replaced with plastic versions.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/8/EDC

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill Nursery

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78453 76143

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbarton County Council

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Abronhill Nursery School lies within Abronhill 8 (URB/SCO/CNT/ABR/8/RES), and is accessed by Hornbeam Road.

Individual elements (including x-ref to sub-fiches): Abronhill Nursery School is a single storey concrete building with a deep timber fascia painted brown. There are two small play spaces to the north and south.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/8/COM

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill 8

Variant: 167 Hornbeam Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78540 76082

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): Abronhill 8 lies to the north of the area within the Abronhill ring road. It is bounded on the west by what was the Roman Catholic Primary School and now is modern brick built housing, to the south by the housing of Abronhill 7 and St Lucy's Church of Abronhill 17, and on the two other sides by the Blackthorn Road and the Moss Road. The shop lies toward the southern boundary of the site, accessed by Hornbeam Road.

Individual elements (including x-ref to sub-fiches): The shop at Abronhill 8 is a square plan pitched roof shed with entrance to the east.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/8/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill 8

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78538 76136

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 8 lies to the north of the area within the Abronhill ring road. It is bounded on the west by what was the Roman Catholic Primary School and now is modern brick built housing, to the south by the housing of Abronhill 7 and St Lucy's Church of Abronhill 17, and on the two other sides by the Blackthorn Road and the Moss Road. The site contains the Abronhill Nursery School (URB/SCO/CNT/ABR/8/EDC).

Individual elements (including x-ref to sub-fiches): Abronhill 8 contains three types of housing, the first to the west and north is the patio house (there are 22 of these), to the eastern border are three blocks of flats seen elsewhere in Abronhill each having a pin-wheel form, and in the centre are rows of pitched roof terraces (50 two storey pitched roof dwellings).

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/4/REC

Plan/Image:





Rapporteur/date: J Taylor, August 2008

Name: Ash Road Community Hall

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77881 76011

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town

densities set out in the Preliminary Planning Proposal created housing types. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): The Hall is located at the end of the pedestrian street between the two sides of Wheeler and Sprosen's tenement development. The rear of the hall backs on to woodland. The hall can be accessed by foot from Spruce Road and Ash Road.

Individual elements (including x-ref to sub-fiches): A square plan single storey structure with a pyramid roof set behind a short parapet wall. Exterior walls are harled. The entrance is at a corner that leads to the pedestrian promenade between the sides of Wheeler & Sprosen's Ash Road development.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/5a/ADM

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Tenancy Service Supported Accommodation Division

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78747 75418

Typology: ADM [possibly formerly REC]

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The building lies at the centre of Abronhill 5a and is surrounded by housing. The building has its own car park that is accessed from Birch Road.

Individual elements (including x-ref to sub-fiches): The building is formed from two simple boxes of different sizes. Both have only one storey, though one is taller. There is a brick damp course to both while the large mass of the walls is harled and painted brown. There are small horizontal windows placed at the upper part of the walls.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/REC/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill Community Education Centre

Variant: Unknown

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 1AA

NGR: NS 78171 75774

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened 1976

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Community Education Centre lies just to the south of the Maltings at the Abronhill Central Area.

Individual elements (including x-ref to sub-fiches): The centre is a function flat roofed building, red brick for about six feet, and painted timber above.

Development: Unknown

NOTES

The centre is open throughout the year offering a wide range of activities for various community based groups. These include youth clubs, senior citizens club, computing, sport activities, and café area. The function hall can accommodate up to 60 adults seated and it has a small stage area. The games hall is open plan and can be multi-use.

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/EDC/5

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill High School

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78188 75711

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened 1978

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill High School sits next to the Abronhill Centre, within the Abronhill ring road (Blackthorn Road). The school is accessed by Larch Road.

Individual elements (including x-ref to sub-fiches): A non-denominational comprehensive secondary school in the Abronhill area of Cumbernauld. The school was opened in 1978. The school consists of a three story classroom block, the PE wing containing swimming pool, games hall and gymnasium, a theatre, library, dining area, music suite and specialist accommodation for business studies, computing, home economics, science and technical. There is a hockey and a football pitch.

Development: Unknown

NOTES

Used in the film Gregory's Girl.

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/REL/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill Parish Church

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 3EQ

NGR: NS 78064 75796

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Completed in the 1970s

Designers/other key agents: Hugh Wilson & Lewis Womersley

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): Abronhill Parish Church is located on Larch Road, directly next to Abronhill Shopping Centre.

Individual elements (including x-ref to sub-fiches): The church is red brick rectangular structure with a leaded roof that steps down to the entrance at the south, with windows along the vertical elements. To the south there is an adobe coloured square plan bell tower that acts as a landmark of the town centre.

Development: Unknown

NOTES

The interior rooms are said to be magnificent.

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/EDC/4

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill Primary School

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77637 75092

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbarton County Council

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The school lies on a large plot of fenced in flat grounds with the wooded Vault Glen to the west and Abronhill 1 housing to the east. The school is very secluded.

Individual elements (including x-ref to sub-fiches): Abronhill Primary School is a complex of one and two storey yellow brick buildings joined together. All have flat roofs and all have window openings. The building is surrounded by car parking spaces,

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/COM/1

Plan/Image:





Rapporteur/date: J Taylor, August 2008

Name: Abronhill Shopping Centre

Variant: Abronhill Neighbourhood Centre

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78429 76040

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1972-73

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town

densities set out in the Preliminary Planning Proposal created housing types. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): The shopping centre lies at the centre of Abronhill, next to the Abronhill Parish Church on Larch Road and the Abronhill High School. Pine Road and Larch Road access the site.

Individual elements (including x-ref to sub-fiches): The Abronhill Centre is a pedestrian shopping centre. It consists of two rows of commercial units, fifteen small and one large, flanking a covered arcade. At the east end of the arcade is the Maltings Public House, leading the pedestrian out to the south instead of to the east. At the west the arcade is obstructed by further commercial units leading to pedestrian out to the north. The Centre is of red brick, and low-rise. The arcade is covered to a point by fenestrated panels in a shallow arch, though a flat roof is provided to both of the two entrances, both with a timber fascia painted white. Benches are provided in the arcade. The Maltings is a single storey square plan structure with an exaggerated mansard roof and chimney at top.

Development: The original plan for the Abronhill Centre comprised of a linear centre not too unlike the one that was built, apart from the unobstructed arcade, which today is blocked at one end by the Maltings public house and the other by the stepping of the commercial units on the plan, making the user turn right to exit if walking west. The original plan also had the other uses in separate buildings, the pub, church, community centre, and workshops were all to be separated from the shopping centre. In the current Abronhill Centre the public house is directly linked to the shopping centre, while the community centre and church are close but not physically attached. The workshops did not develop further than the original plan.

NOTES

None

AUTHENTICITY

The shopping centre shows signs of superficial deterioration. Several of the shops are vacant; there are signs of vandalism, though the centre is well used.

REFERENCES

Bibliography:

CDC, Abronhill Centre [UT/96/12], Cumbernauld

CDC. "Cumbernauld Development Corporation Seventeenth Annual Report for the Year Ended 31st March, 1973." In *New Towns Annual Report*. HMSO, 31 March 1973. 11.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/EDC/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: St Lucy's Primary School

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78469 75899

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1971

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): St Lucy's Primary School is nestled between Abronhill 7 and Abronhill 17, and lies within close proximity to St Lucy's Church. To the south of the school is a playing field and some open green space.

Individual elements (including x-ref to sub-fiches): St Lucy's Primary School is a functional school building, a complex of single-storey, mono-pitch roof structures harled and painted white.

Accommodation includes 14 classrooms, one general purpose room, three open plan activity areas, a hall that also functions as a gymnasium and a dining room.

Development: St Lucy's Primary School opened in 1974 by Dunbartonshire County Council in the Abronhill district of Cumbernauld. Originally the school was housed in an open plan building in Pine Road but the numbers of pupils grew considerably over the next few years and the

building could no longer accommodate then so the school moved to its present building in Oak Road in 1979. The original school building has been demolished and is now the location of sixty-five modern red brick houses.

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography:

Great Britain Inspectorate of Schools (Scotland). "St Lucy's Primary School, Cumbernauld, Dunbarton Division, Strathclyde Regional Council." Edinburgh: Scottish Education Department, 1986.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/URB

Plan/Image:

Rapporteur/date: J Taylor, August 2008

Name: Abronhill

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78250 75651

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1965 to 1980

Designers/other key agents: CDC and others

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill was planned as a satellite village to Cumbernauld New Town. Abronhill covers an area of land with short rolling hills that add a hint of variety to what could be a monotonous site. To the east of Abronhill is the Glen Valley, an area of existing mature trees. This runs along to the north to Cumbernauld Village. The other sides are bounded by farmland. The main roads of Abronhill are Forest Road and Blackthorn Road. Abronhill has an overall residential density lower than that of Cumbernauld proper, spread over a large area so that there are vast amounts of open space. All in all, Abronhill is very much less urban than the other areas of Cumbernauld, and decidedly follows the neighbourhood unit theory.

Individual elements (including x-ref to sub-fiches): Abronhill comprises of eleven individual housing areas (Abronhill 1, 2, 4, 5a, 5b, 6, 3 & 7, 8, 9, 10, 17), four churches (two Abronhill Parish Churches, St Lucy's Church and Struthers Memorial Church), two primary schools (St Lucy's Primary School and Abronhill Parish Church), two nursery schools (Cedar Road Nursery School and Abronhill Nursery), a secondary school (Abronhill High School), a public house (the Woodcutter), and a village centre containing a shopping centre, another pub (the Maltings), a library, a health centre and other community buildings.

Development: Unknown

NOTES

None

AUTHENTICITY

The residential parts of Abronhill are in very good condition, all well maintained along with their surrounding environment. The shopping centre however is not in good condition, with

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/HLT

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill Health Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78261 75814

Typology: HLT

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The health centre lies at the centre of Abronhill, approximately 150 metres from the Abronhill Shopping Centre. Pine Road accesses the health centre and the car park it shares with the neighbouring library. Abronhill 17 flanks the health centre to the east.

Individual elements (including x-ref to sub-fiches): The Abronhill Health Centre is a single storey prefabricated structure rectangular in plan with an extension to the SSW. The wall sections are a beige colour, with modular window bays that extend out from the walls. The roof has a very shallow pitch.

Development: Unknown

NOTES

None

AUTHENTICITY

The building appears to have had no drastic alterations, apart from being painted.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/EDC/2

Plan/Image:



Rapporteur/date: Jessica Taylor, August 2008

Name: Abronhill Library

Variant: 17 Pine Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78241 75858

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbarton County Council

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The library lies at the centre of Abronhill, approximately 150 metres from the Abronhill Shopping Centre. Pine Road accesses the library and the car park it shares with the neighbouring health centre. Abronhill 17 flanks the library to the east.

Individual elements (including x-ref to sub-fiches): The library is a single storey brick structure square in plan with a covered portico corner entrance. The building has a deep wooden fascia on all four sides, painted white, and a horizontal band of windows directly under the fascia.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/EDC/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: St Lucy's Primary School

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 3LQ

NGR: NS 78469 75899

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened 1979

Designers/other key agents: CDC

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): St Lucy's Primary School lies on a hill between the housing areas of Abronhill 7 and Abronhill 17, and is well secluded though its grounds lack any mature trees.

Individual elements (including x-ref to sub-fiches): St Lucy's Primary School is a complex of one and two storey buildings harled and painted white, all with mono-pitched roofs.

Development: Unknown

NOTES

The original St Lucy's Primary School was opened in 1974 on Pine Road. It did not provide enough accommodation so this building on Oak Road was opened on 1979.

AUTHENTICITY

No apparent alterations.

REFERENCES

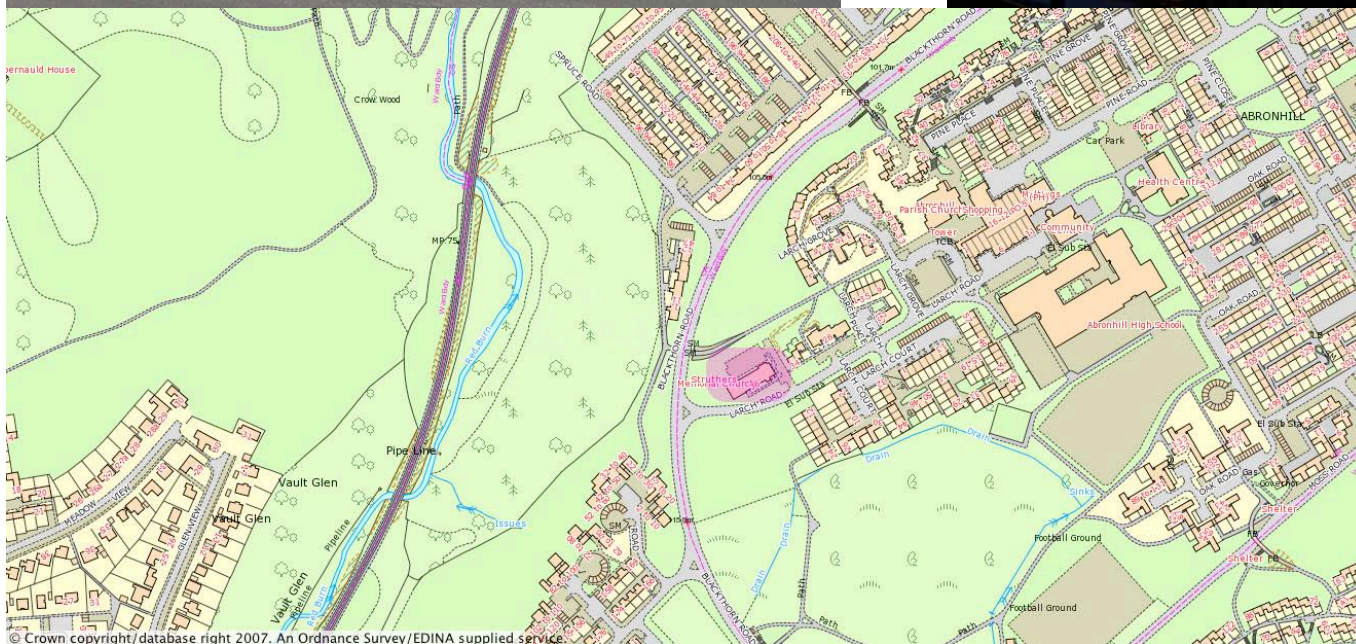
Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/REL/3

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Struthers Memorial Church

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77903 75644

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Struthers Memorial Church lies on the inside of the Abronhill ring road (Blackthorn Road). To the north and south are areas of large, open grassed areas; to the east are houses. The church is accessed by the Larch Road, and sits beside it.

Individual elements (including x-ref to sub-fiches): The church is a long and low modern building of red brick and harling with a hipped roof. The slightly taller square section to the west also with a hipped roof contains the church, which is clad internally from the dormers up with a pale timber. The rest of the building is occupied by a Struthers Memorial Church bookstore.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

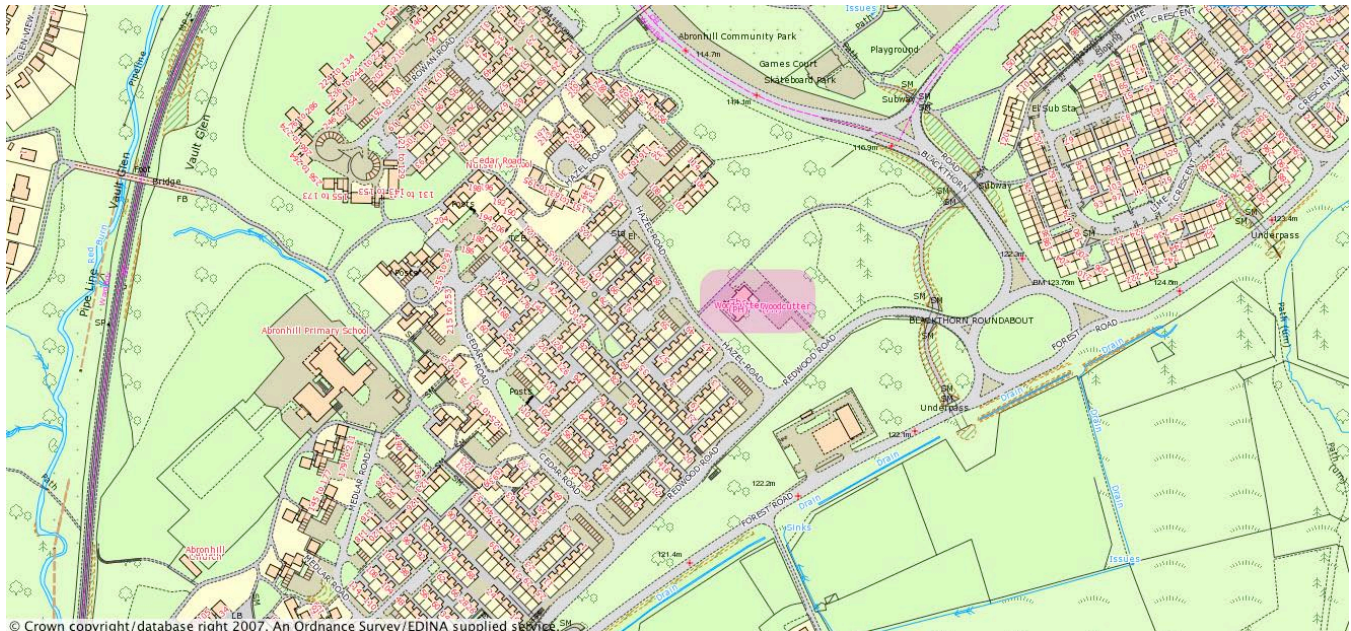
Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/COM/2

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: The Woodcutter

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77991 75155

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): The Woodcutter is surrounded by woodland, separated from Abronhill 1 by a small patch of this, and accessed by footpath from Hazel Road or by Readwood Road.

Individual elements (including x-ref to sub-fiches): The Woodcutter is a single storey harled pub cream structure with a deep timber fascia painted a dark red.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/1/RES&EDC

Plan/Image:



Rapporteur/date:

Jessica Taylor, June 2007

Name: Abronhill 1

Variant: Abronhill South [With Cedar Road Nursery School]

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77758 74981 [Nursery NS 77771 75261]

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun March 1964, first handover July 1965, Completed November [July 1966 originally]

Designers/other key agents: CDC [G Callaghan Assistant Chief architect with HW Eccles and R Hunter as project architects, assisted by Pimm, N Kettle, A Stewart, J Allan, D Neruukai and Miss J Meredith], contractor J B Bennett

Original brief: Briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): The Abronhill 1 site lies on fifty acres on a north facing slope of 1 in 20 to the east of Cumbernauld town centre. The site is bounded by the railway to the north and the radial road to the south.

Individual elements (including x-ref to sub-fiches): Abronhill 1 housing consists of three primary types. The majority of houses, running along Medlar Road and Alder Road, are 350 two storey terraced homes with private gardens. To the north are medium rise (three and four storey) flatted blocks some with 'L' shaped plans with forty-two 'L' shaped patio houses along the boundary of the site, the whole forming a total of 715 dwellings accommodating 2423 people with densities of 60.5ppa (or 48.5ppa, depending on sources). [The south and west orientated houses are built in straight terraces with projecting kitchen/bathroom service "pods". This arrangement could have suited prefabricated techniques fashionable at the time. In fact conventional construction using cavity brick and wet dash walls, roof tiling, and wood windows and doors was used with electric underfloor and block storage heating. At the southern and western edges the severity of the terraces is broken by flats and patio houses allowing open landscape to penetrate

where there are no private gardens. Eastwards the formal footpaths access bus stops and pass under Forrest Road to developing future recreation facilities.] The houses are finished traditionally though originally designed for partial prefabrication. All are finished in roughcast.

The accommodation can be broken down into 323 flats, consisting of five bedsits, ninety-one two-person, 150 three-person, seventy-two four-person and five five-person flats, 350 terraced houses, consisting of 128 four-person, 171 five-person, thirteen six-person, thirty-two seven-person and six eight-person, and forty-two four-person patio houses.

Small play spaces are located at places on the footpaths.

There are two shops, two meeting rooms, and 323 lock-up garages.

A few of the patio houses to the north of Abronhill 1 are occupied by the Cedar Road Nursery School, which has painted some of its fences bright colours.

Development: Abronhill 1 was one of the first of the Abronhill satellite. Spaces for nine-hundred cars were planned after the initial layout.

NOTES

Abronhill provides a quiet and private layout whilst still providing for the community. Abronhill 1 was the winner of the Saltire Society Good Housing Award in 1966. Interesting mix of low and medium-rise development taking full advantage of topography with housing in the Scottish modernist style.

AUTHENTICITY

Still a very popular site, which is well maintained while some other residential areas are not, though there is some superficial deterioration.

REFERENCES

Bibliography:

Cumbernauld Technical Brochure (Cumbernauld: Cumbernauld Development Corporation, 1968).

Saltire Award Winning Brochure

"Abronhill South." *Architectural Review* 139, no. 827 (January 1966): 48.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/10/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, August 2008

Name: Abronhill 10

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 3BD

NGR: NS 78034 75643

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Firs handover October 1973, completed December 1974

Designers/other key agents: CDC

Original brief: Briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 10 lies next to the Abronhill Secondary School, and can be accessed by Larch Court. To the south of the site is the large open park area of Abronhill with attached football grounds.

Individual elements (including x-ref to sub-fiches): Abronhill 10 consists of fifty-four dwellings comprising of five single story patio houses, thirty-seven two storey pitched roof houses in terrace form, and twelve three storey terraced houses with pitched roofs and garage below. Each dwelling has a private garden with patches of open green space around. Parking is provided in the form of rows of garages running parallel to Larch Road, and car ports within the housing area.

Development: Unknown

NOTES

AUTHENTICITY

Abronhill 10 is well maintained; the gardens and open spaces are well kept. There are only slight signs of exterior deterioration. The windows all appear to be plastic replacements, and there are several visible television cable dishes.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/17/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill 17

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78321 75892

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover October 1973, completed December 1974

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 17 lies to the centre of Abronhill, extending to the east from the library and medical centre. Pine Close and Pine Crescent access the site.

Individual elements (including x-ref to sub-fiches): Fifty-eight pent roof three storey harled terrace dwellings with private gardens, with four single storey patio houses along Abronhill 17's border with St Lucy's Primary School, also harled with flat roofs. The area is split in two by a 40m wide patch of open green space.

Development: Unknown

NOTES

None

AUTHENTICITY

The windows have all been replaced with plastic versions. There is a lack of conformity throughout the site in regards to windows: some have dark surrounds, some white. The entrances also have all been altered.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/17/REL

Plan/Image:



Rapporteur/date: J Taylor, July 2008

Name: Abronhill 17 Church

Variant: St Lucy's Church

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78473 76009

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened 1976

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): St Lucy's Catholic Church lies to the east of Abronhill 17, in a triangle of open space surrounded by residential areas. Pine Crescent accesses the church.

Individual elements (including x-ref to sub-fiches): St Lucy's Church is a single storey red brick building with a leaded flat roof extension providing a clerestory. The clerestory allows light into the rectangular ceremony room, which has timber bead board around the walls. The entrance to the east is provided with a canopy covering both the road and the pavement.

Development: Unknown

NOTES

None

AUTHENTICITY

The building is in seemingly good condition and still in use as a church and community centre.

REFERENCES

Bibliography:

St Lucy's Catholic Church Website [<http://www.stlucys.co.uk/index.html>]

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/1/RES&EDC

Plan/Image:



Rapporteur/date: Jessica Taylor, June 2007

Name: Abronhill 1

Variant: Abronhill South [With Cedar Road Nursery School]

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77541 74884

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: If along with the housing area, completed by 1966

Designers/other key agents: CDC

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Abronhill 1 site lies on fifty acres on a north facing slope of 1 in 20 to the east of Cumbernauld town centre. The site is bounded by the railway to the north and the radial road to the south. The shop lies to the east of Abronhill, with Vault Glen to its east. It is directly next to two patio houses. Alder Road access the shop.

Individual elements (including x-ref to sub-fiches): The Abronhill 1 shop is a square plan brick structure with a mono-pitch roof. There are no openings apart from a front (south-east) and rear (north-west) entrance.

Development: Unknown

NOTES

None

AUTHENTICITY

Still open as a shop. External condition good.

REFERENCES

Bibliography:

Cumbernauld Technical Brochure (Cumbernauld: Cumbernauld Development Corporation, 1968).

pDOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/4/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, January 2007

Name: Abronhill 4

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77943 75983

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover September 1969, completed April 1971

Designers/other key agents: Wheeler & Sprosen, contractor George Wilson

Original brief: Brief set for Wheeler & Sprosen unknown. In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 4 is on a relatively flat site to the north-west of Abronhill Centre over Blackthorn Road. The site comprises the area between Broom Road and Spruce Road and includes Ash Road.

Individual elements (including x-ref to sub-fiches): Abronhill 4 housing would have been familiar to those residents who previously lived in Glasgow. Abronhill 4 has two prominent forms of housing: four-storey Scottish tenements centred on a large formal pedestrian square that gives access at one end to a bridge to Abronhill Centre and to the local meeting room at the other; and two storey terraced houses set up so that each front faces another front and each back faces another back with an open public green between fronts and private gardens to the rear. The blocks of flats and two-storey terraced houses have monopitched roofs. The whole site comprises 373 dwellings.

Development: Unknown

NOTES

Winner of a Saltire Society Commendation in 1971, one of very few housing areas designed by an architect not on the staff of the Cumbernauld Development Corporation.

AUTHENTICITY

Abronhill 4 is a well maintained area, showing only slight signs of superficial deterioration in the discolouration of the harling.

REFERENCES

Bibliography:

Saltire Award Winning Brochure

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/5a/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, July 2008

Name: Abronhill 5a

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78432 75371

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Completed October 1972

Designers/other key agents: CDC

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 5a lies to the south-east outside the Moss Road, the ring road of Abronhill, between this road and Forest Road. The ground is mainly flat, though slopes down steeply toward the Blackthorn Road. 5a is separated from 5b by a sizeable patch of open green space. Lime Crescent and Birch Road access the site.

Individual elements (including x-ref to sub-fiches): Abronhill 5a contains 159 dwellings two storey in a variety of house types. Some of terraces are of salt-box roofed split-level houses, some are regular two-storey pitched-roof houses, and others are more unusual having a stepped pitched roof on one side allowing two small horizontal windows to the wall between steps. All houses are harled. Contractor George Wimpey.

Development: Unknown

NOTES

None

AUTHENTICITY

Site appears unaltered, housing in good condition with only minor superficial deterioration. Windows and doors have been replaced with new plastic models with now continuity over the area.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/5b/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, July 2008

Name: Abronhill 5b

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78673 75690

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: In two phases, the first finished March 1978, the second completed July 1978

Designers/other key agents: CDC

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 5b lies to the south-east outside the Moss Road, the ring road of Abronhill, between this road and Forest Road. Lime Crescent and Birch Road access the site, which contains varying slopes.

Individual elements (including x-ref to sub-fiches): Abronhill 5b contains 410 two storey dwellings in a variety of forms, each chosen for the particular slope position.

Development: Unknown

NOTES

None

AUTHENTICITY

Site appears unaltered, housing in good condition with only minor superficial deterioration. Windows and doors have been replaced with new plastic models with now continuity over the area.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/6/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill 6

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 3

NGR: NS 78854 76191

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover October 1973, completed December 1974

Designers/other key agents: CDC

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 6 lies to the east of Abronhill, bounded on three sides by Forest Road, Moss Road and Blackthorn Road. Maple Road and Maple Court access the site. To the south of Abronhill 6 are wooded grounds, passed through by a stream.

Individual elements (including x-ref to sub-fiches): Abronhill 6 comprises of 136 terraced houses with pitched roofs.

Development: Unknown

NOTES

None

AUTHENTICITY

Housing in good conditions, grounds well maintained, though windows have been replaced.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/7&3/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, July 2008

Name: Abronhill 7 & 3

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78558 75823

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Completed March 1971

Designers/other key agents: CDC

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 3 & 7 lie within the Abronhill ring road (Moss Road). The site slopes slightly to the south-east. Almond Road, Elm Drive and Oak Road access the site, which is bordered on one side by a primary school, on another by the secondary school and by Abronhill 8 to the north.

Individual elements (including x-ref to sub-fiches): Abronhill 3 & 7 comprise of 569 dwellings in a variety of forms. Along the southern edge by Moss Road are three and four storey blocks of flats with mono-pitch roofs placed on the ground in a windmill pattern. Next to these are rows of two storey pitched roof terraces with private gardens, with small clusters of single storey patio houses around. George Wimpey (contractor) built the site.

Development: Unknown

NOTES

Abronhill 3 won the Saltire Society Extension of Award 1970.

AUTHENTICITY

Site appears unaltered, housing in good condition with only minor superficial deterioration. Windows and doors have been replaced with new plastic models with now continuity over the area.

REFERENCES

Bibliography:

Saltire Winning Award Brochure, 1980s

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/ABR/9/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Abronhill 9

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 78121 75882

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover December 1971, completed February 1973

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Abronhill itself is a satellite to Cumbernauld, added when it was realised that not only could the target population of 50,000 not be housed within the perimeter of the main hilltop site, but that Cumbernauld's target population was officially raised to 70,000. While all areas on the hilltop site focus on the town centre, supposedly relying on the multi-storey building for shopping as well as recreation and all at most ten minutes away by foot, Abronhill was to have its own smaller shopping centre in the practice of the neighbourhood unit, relying on Cumbernauld town centre for only the largest of shopping trips.

Overall plan/context (including x-ref to area fiche): Abronhill 9 lies just north of the Abronhill neighbourhood centre, between that and the Blackthorn Road. The site slopes down to the north. Pine Road, Pine Court, Pine Grove and Pine Place access the site.

Individual elements (including x-ref to sub-fiches): sixty-five three-storey pitched roof terrace houses with wooden cladding to the front and ninety two-storey houses with salt box roof.

Development: Unknown

NOTES

None

AUTHENTICITY

Buildings all in good condition with only mild signs of superficial deterioration. The windows are all plastic replacements.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/BLR/IND

Plan/Image:

Rapporteur/date: Jessica Taylor, July 2008

Name: Blairlinn Industrial Estate

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS

Typology: IND

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened 22 September 1961

Designers/other key agents: CDC

Original brief: Unknown

Overall plan/context (including x-ref to area fiche):

Individual elements (including x-ref to sub-fiches): Contained a phased programme of larger advanced factories. Units of 20000 sq ft capable of sub-division to 10,000 sq ft or expansion to 80000 sq ft were under construction in 1961.

Development:

NOTES

None

AUTHENTICITY

REFERENCES

Bibliography:

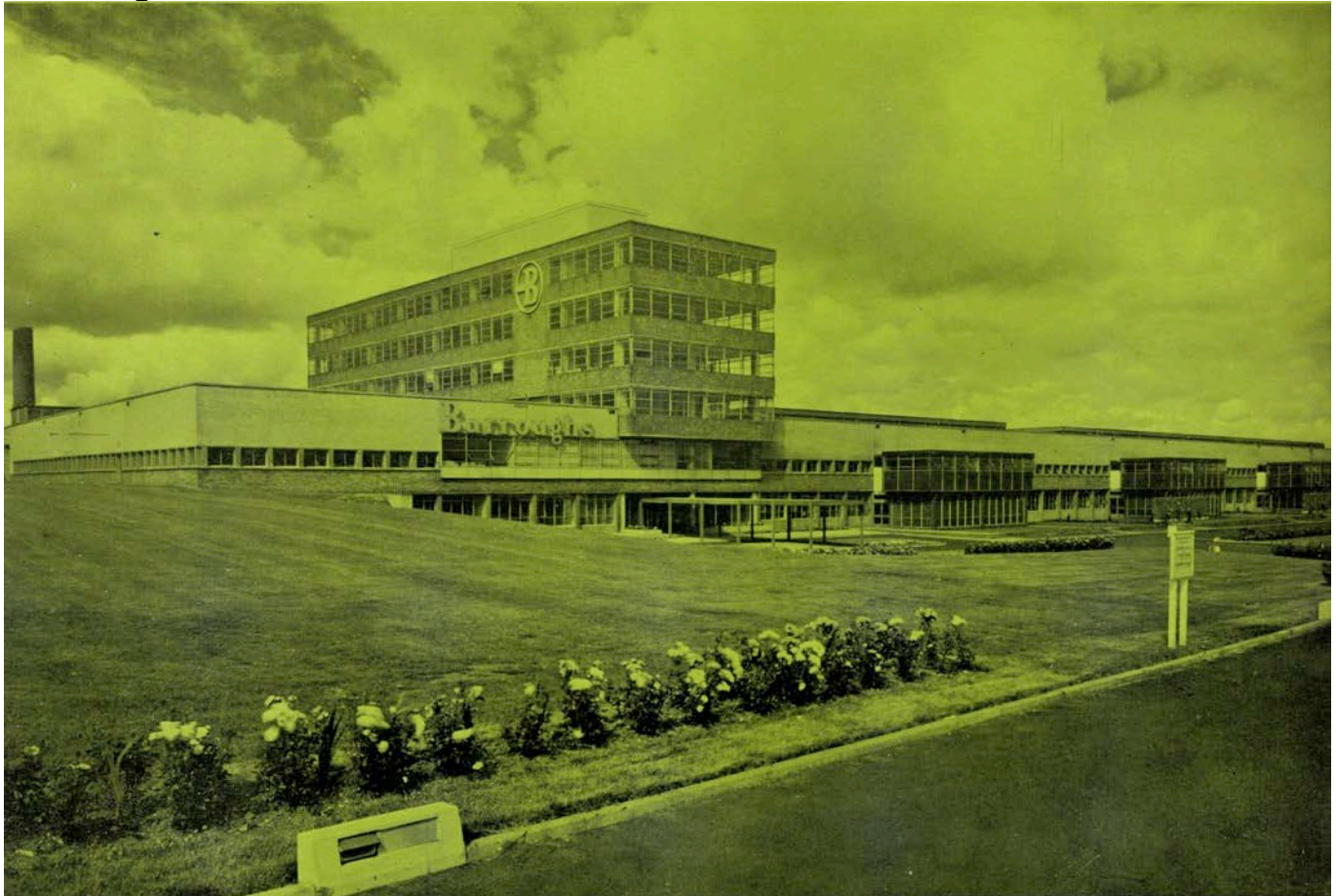
CDC, Opening of Blairlinn Industrial Estate, Cumbernauld by Secretary of State on Friday, 22nd September 1961. Background Notes for Speech. DRAFT 21.8.61. p2

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/BUR/IND

Plan/Image:



Rapporteur/date: Jessica Taylor, July 2008

Name: Burroughs Factory

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS

Typology: IND

Protection/date: None

HISTORY/DESCRIPTION

Dates: First phase came into production January 1958.

Designers/other key agents: Keppie, Henderson & Partners

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): 72 acre site

Individual elements (including x-ref to sub-fiches): Over 60% output exported, much to n American markets. First phase extending to some 330000 sq ft, came into production January 1958.

Development:

NOTES

None

AUTHENTICITY

REFERENCES

Bibliography:

CDC, Opening of Blairlinn Industrial Estate, Cumbernauld by Secretary of State on Friday, 22nd September 1961. Background Notes for Speech. DRAFT 21.8.61. p3

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref. URB/SCO/CNT/CAR/3&4/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Carbrain 3 & 4

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75976 74147

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun March 1962, first handover December 1962, completed November 1968

Designers/other key agents: CDC Architects, contractor L K McKenzie

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 3 and 4 occupy a large site between the train station and the town centre, bounded to the north by the Carbrain Road, and on the other sides by Carbrain 2, 12, 15 and 6 (clockwise).

Individual elements (including x-ref to sub-fiches): Carbrain 3 and 4 contain a wide variety of housing types, some of which no longer stand. Firstly, and most interestingly as these house types don't exist elsewhere, are a section of three storey terrace houses of red brick with deck access at the first floor and also at ground floor through gardens. These are clad with black shingles and each separate dwelling has a pitched roof, with garages are below deck. Other housing types include the walls of harled terraced houses seen elsewhere in Carbrain with flat roofs, and once there were long blocks of either flats or maisonettes that stretched through a NNW to SSE through what is now an open green space criss-crossed with footpaths.

Accommodation in Carbrain 3 and 4 consists of 443 dwellings in the form of 176 four apartment terraces, 16 five apartment terraces, 36 one apartment flats, 41 two apartment flats, 3 three apartment maisonettes and 171 four apartment maisonettes.

Development. Cumbernauld's housing ethos developed partly as a reaction against the Mark 1 towns and partly as a result of changes in architectural thought. It was felt that higher density was required if a feeling of 'urbanity', and thus community, was to be generated.

The contractors were LK MacKenzie & Partners

NOTES

Extremely interesting and unique design which stands out from the rest of Carbrain housing types with colour and impression making design. The housing of this site is a mix of Swedish modernism and Tudor period English. The garages of the three storey terraced houses with the raised access deck were once painted with a design by Brian Miller, the town artist, but unfortunately the paintings no longer remain.

AUTHENTICITY

According to plans, there once existed a number of long blocks of either flats or maisonettes that stretched through a NNW to SSE through what is now an open green space criss-crossed with footpaths. When these blocks were demolished is unknown. Currently, to the west of the green space two blocks have been erected recently on the footprints of the original old blocks.

REFERENCES

Bibliography

None as of July 2007.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/3&4/COM

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Carbrain 3 & 4 Shop

Variant: Stonylee Stores

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76095 74149

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown, perhaps built with the housing: March 1962 – February 1966

Designers/other key agents: CDC Architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 3 and 4 occupy a large site between the train station and the town centre, bounded to the north by the Carbrain Road, and on the other sides by Carbrain 2, 12, 15 and 6 (clockwise). The shop lies in the middle of the site, just north of what is now the open area of green space.

Individual elements (including x-ref to sub-fiches): The Carbrain 3 and 4 shop is a small single storey structure with no windows and a pyramid roof, a symbol that unified the majority of the shops within the new town to make them landmarks.

Development: Unknown

NOTES

None

AUTHENTICITY

In reasonable condition, the walls have been painted several times in patches to cover graffiti.

REFERENCES

Bibliography

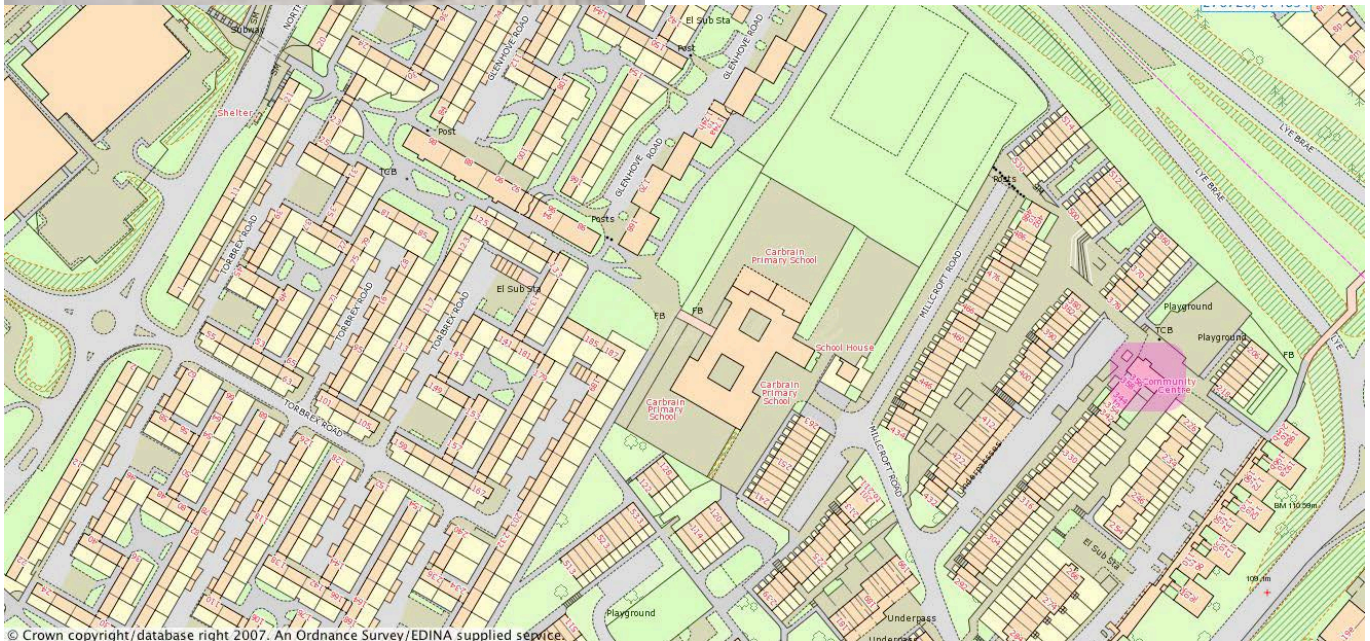
None as of July 2007.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/9/COM&REC

Plan/Image:



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Rapporteur/date: J Taylor, August 2008

Name: Carbrain 9 Shop

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76698 74479

Typology: REC/COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types.

Overall plan/context (including x-ref to area fiche): The structure lies at the end of a row of terraces in the Carbrain 9 area of Carbrain, and is accessed by Millcroft Road. The building faces a playground.

Individual elements (including x-ref to sub-fiches): The flat roof two storey high shop has a tall brick damp course and timber cladding above painted brown. There is one window that looks to the north-west.

Development: Unknown

NOTES

On up to date maps this building is labelled as a community centre, however the structure appears to now be functioning as a local newsagents.

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/URB

Plan/Image:

Rapporteur/date: J Taylor, August 2008

Name: Carbrain

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76245 74174

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Early 1960 to early 1970 (with modern buildings replacing old)

Designers/other key agents: CDC and others

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types. Carbrain as all the areas of the original plan (Carbrain, Kildrum, Muirhead, Seafar, Ravenswood and Greenfaulds) was to be a dense and urban area, and not distinct from the other areas, all focusing on the town centre.

Overall plan/context (including x-ref to area fiche): Carbrain runs lengthwise along the central area, bounded by this to the north and to the south by industrial areas and the railway. Carbrain slopes gradually from the north-west down to the south-east, and all buildings take advantage of this. Carbrain is known for its very compact and urban form, with open public

space concentrated in key points within the residential areas instead of the houses being placed on open space as at Abronhill.

Individual elements (including x-ref to sub-fiches): Carbrain contains ten residential areas (Carbrain 1, 2, 3&4, 5, 6, 9, 11, 12, 13, 14), three churches, four churches, two pubs and several local shops located throughout the site, along with a number of community buildings. Carbrain is supposed to have the town centre as its focus, so there was no need for serious scale entertainment or grocery shops.

Development: Unknown

NOTES

None

AUTHENTICITY

Testament to the success of the town's roadways, Carbrain is not in as good a condition as it should be. Seeing one needs to traverse Carbrain to travel from the train station to the town centre and most other areas in Cumbernauld for the town's and the neighbourhood's residents, the area should be safe and well maintained. However, very few people walk from the train station to anywhere else. Parts of Carbrain are in serious need of repair, Carbrain 9 a specific example, and others are in serious need of site maintenance. Overall, the housing at Carbrain does not differ to much in quality from other areas, though the majority of the most of the windows are now plastic.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/5/PBS&HLT

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: British Red Cross Society

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 2LF

NGR: NS 76578 74655

Typology: PBS/HLT

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types.

Overall plan/context (including x-ref to area fiche): The British Red Cross Society building lies on the eastern border of Carbrain 5, bounded by dwellings of this site, the Carbrain Primary School and Lye Brae. The footbridge that leads from Carbrain to Kildrum passes directly in front of the building.

Individual elements (including x-ref to sub-fiches): The British Red Cross Society building is a simple, flat roofed, harled single storey structure without windows. The north-east façade is painted with a mural with a Red Cross motif.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/10/REL

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Carbrain 10

Variant: Carbrain Baptist Church

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76470 74154

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1962-official opening 1965

Designers/other key agents: Unknown

Original brief: Churches and schools were the responsibility of the religious body and Dumbarton County Council, not the Cumbernauld Development Corporation.

Overall plan/context (including x-ref to area fiche): Carbrain 10 is a very small plot that lies between Carbrain 11 and Carbrain 9, between the two branches after split in the Greenrigg Road, and amongst existing mature trees.

Individual elements (including x-ref to sub-fiches): Carbrain Baptist Church is a simple post-war brick church with white fascia running around the parapet and several gently sloping roofs for each space within.

Development: An early church in Cumbernauld and so would have been used for many activities besides worship in the early days.

NOTES

The church is still used by the Carbrain and Bearwood congregations of approximately 100 members.

AUTHENTICITY

No obvious alterations.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/11/RES

Plan/Image:



Rapporteur/date: J Taylor, March 2008

Name: Carbrain 11

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76487 74305

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August 1968, first handover August 1968, completed July 1969

Designers/other key agents: CDC architects, contractor J B Bennett

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The Carbrain 11 site lies to the south of the town centre, bordered to the south by a valley of parking shared with Carbrain 9, to the south-west by woodland and to the north by Carbrains 1 and 2. In the south west corner can be found Carbrain 10, the Cumbernauld Baptist Church.

Individual elements (including x-ref to sub-fiches): 206 dwellings; 56 flats built in the traditional method, the rest industrialised.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations, housing and environment in relatively good condition and seemingly well maintained.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/12/RES

Plan/Image:



Rapporteur/date: J Taylor, July 2007

Name: Carbrain 12

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76232 74030

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun Autumn 1968, first handover July 1970, completed May 1972

Designers/other key agents: CDC architects, contractor J B Bennett

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 12 is separated from the central area only by Carbrain 3 & 4. The site contains a place of worship (URB/SCO/CNT/CAR/12/REL) and a public house (URB/SCO/CNT/CAR/12/COM). Kilbowie Road accesses the site.

Individual elements (including x-ref to sub-fiches): Carbrain 12 housing consists of split-level three storey terrace houses with garage at ground floor to rear, and main entrance at first floor at front. To the north of the site is the Free Church Centre, a flat roof harled building with dark wood fascia, and nearby is the Corbies Public House. The site consists of 183 dwellings altogether.

Development: Cumbernauld's housing ethos developed partly as a reaction against the Mark 1 towns and partly as a result of changes in architectural thought. It was felt that higher density was required if a feeling of 'urbanity', and thus community, was to be generated. Carbrain housing is very dense, and encapsulates the urbanity the planners strove for.

NOTES

None

AUTHENTICITY

Slight superficial deterioration but otherwise the site is relatively well maintained and landscaped.

REFERENCES

Bibliography

None as of July 2007.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/12/COM

Plan/Image:



Rapporteur/date: J Taylor, July 2007

Name: Carbrain 12

Variant: The Corbies Bar (currently the Gartmorn)

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76245 74015

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 12 is separated from the central area only by Carbrain 3 & 4. The pub lies to the middle of the site.

Individual elements (including x-ref to sub-fiches): The Corbies Bar is a single storey brick building with an industrial roof. The original entrance to the south, an extension has been added to the east providing a new entrance.

Development: Unknown

NOTES

None

AUTHENTICITY

The brick appears to be in good condition. Up to spring of 2008, the windows were covered over with metal sheets and the general maintenance of the exterior was very poor due to an incident that took place there. In April 2008 however the pub has been reopened as the Gartmorn, with new signage and windows.

REFERENCES

Bibliography

None as of July 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/12/REL

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Carbrain 12

Variant: Free Church Centre

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76183 74042

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Churches were commissioned by the specific religious body.

Overall plan/context (including x-ref to area fiche): Carbrain 12 is separated from the central area only by Carbrain 3 & 4. The Free Church Centre lies to the north of the site just south of the large plot of open green sloping park.

Individual elements (including x-ref to sub-fiches): The church at Carbrain 12 is a functionalist brick structure in one and two storeys, harled above the dry course. A timber fascia painted a dark brown follows the roof level around on all sides. Entrance to the north.

Development: Unknown

NOTES

None

AUTHENTICITY

In use as church. Signs of superficial deterioration. The landscaping is well maintained, though the church itself is in need of painting.

REFERENCES

Bibliography

None as of July 2007.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/13/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, June 2007

Name: Carbrain 13

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76052 73803

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover, with Carbrain 14, August 1971 and completed December 1971

Designers/other key agents: CDC architects [H Eccles group leader, C Lobban team leader, T White, A O'Neil and J Oswald assistant architects], contractor Weir Construction

Original brief: Briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 13 along with Carbrain 14 comprise fourteen acres of land on the south west of the town, the two areas separated by a tree belt. Carbrain 13 takes up ten of these fourteen acres on two east-west ridges. The average slope is 1 in 12. Carbrain 13 is accessed by Wallbrae Road and Sandyknowes Road.

Individual elements (including x-ref to sub-fiches): Carbrain 13 housing is predominantly of three storey terrace variety with wood cladding to fronts and pitched roofs (sixty-six of these). Along the south boundary there are long flatted blocks that continue along the southern border of Carbrain 14. These are of a bison industrialised system with precast concrete structures and cladding panels. These are all four storeys high with mono-pitched roofs. There is a community centre with shop at the centre courtyard of Carbrain 13. 519 dwellings (with Carbrain 14) at combined densities of 111.7 persons per acre. JB Bennett (Glasgow) built the terraces and the long flatted blocks by Weir Housing. All dwellings in Carbrain 13 are industrially built.

Development: Unknown

NOTES:

Carbrain 13 housing is visually bright and interesting due to the multi coloured panelling to the front of the three storey terrace houses and there is a Scandinavian feel to the layout of the blocks, none of which are very long.

AUTHENTICITY: There is a great deal of apparent deterioration to the external walls of the terraces, and what may have been a shop or community centre nestled within the terraces is completely boarded up with signs of graffiti.

REFERENCES

Bibliography:

"Carbrain 13 & 14." *Architectural Review* 141, no. 839 (January 1967): 29.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/13/REC

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Carbrain 13 Recreation

Variant: Wallbrae Rooms

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76039 73817

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC architects

Original brief: Briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 13 along with Carbrain 14 comprise fourteen acres of land on the south west of the town, the two areas separated by a tree belt. Carbrain 13 takes up ten of these fourteen acres on two east-west ridges. The average slope is 1 in 12. Carbrain 13 is accessed by Wallbrae Road and Sandyknowes Road.

Individual elements (including x-ref to sub-fiches): The Carbrain 13 community centre lies within and terraces of houses, and has two linked parts, both of single storey but one with a very high mono pitched roof. The buildings are harled with a similar colour to the surrounding housing.

Development: Unknown

NOTES

None

AUTHENTICITY

The building shows some signs of superficial deterioration, and appears to be permanently closed as the windows are boarded over. However, the entrance is lit.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/14/RES

Plan/Image:



Rapporteur/date: J Taylor, December 2007

Name: Carbrain 14

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75823 73685

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover, with Carbrain 14, August 1971 and completed December 1971

Designers/other key agents: CDC

Original brief: Carbrain more than any other area encapsulates the low- and medium-rise high-density urbanity the Cumbernauld architects and designers were aiming for, attempting to create a new community by following through new sociological theories. Carbrain, filling the south side of the New Town, was designed under the team leadership of Derek Lyddon and all residential buildings and grocers were designed to take full advantage of the site, the views and sunlight being influenced by Swedish Modernism, houses of worship and schools being designed by the religious body and the County Council respectively.

Overall plan/context (including x-ref to area fiche): Carbrain 14 occupies four acres on the south west edge of the town, on ground partly steep and partly flat.

Individual elements (including x-ref to sub-fiches): Along the south boundary there are long flatted blocks that continue along the southern border of Carbrain 13. These are of a bison industrialised system with precast concrete structures and cladding panels. These are all four storeys high with mono-pitched roofs. Along the northern boundary of Carbrain 14 there are five blocks of flats in domino formation, these are also four storeys high and harled with the same mono-pitched roofs as those long blocks running along the southern boundary.

Development: Unknown.

NOTES

None.

AUTHENTICITY

No apparent alterations, housing and environment in relatively good condition and seemingly well maintained.

REFERENCES

Bibliography

"Carbrain 13 & 14." *Architectural Review* 141, no. 839 (January 1967): 29.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/15/EDC

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Carbrain 15

Variant: St Margaret of Scotland Primary and Nursery School

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75989 73945

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbartonshire County Council

Original brief: Unknown, as Dunbartonshire County Council was responsible for the educational facilities at the new town and so commissioned their own architects.

Overall plan/context (including x-ref to area fiche): The St Margaret of Scotland Primary School is bordered by Carbrain 3 & 4 to the north, Carbrain 12 to the east, Carbrain 13 to the south and Carbrains 6 and 16 to the west. The school is accessed by Glenacre Road.

Individual elements (including x-ref to sub-fiches): One story school building of irregular plan with blue fascia and horizontal band windows. Car park and concrete paved schoolyard.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations.

REFERENCES

Bibliography

None as of March 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/15/REL

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Carbrain 15

Variant: Church of St Joseph

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76034 73987

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Churches and schools were the responsibility of the religious body and Dumbarton County Council, not the Cumbernauld Development Corporation.

Overall plan/context (including x-ref to area fiche): The Church of St Joseph lies in the northern corner of the Carbrain 15 site, next to the primary school there, on a small and flat plot of land.

Individual elements (including x-ref to sub-fiches): The Church of St Joseph is a blonde brick one storey structure with a complicated roof, the windows mostly forming a clerestory below the eaves. Entrance to the south.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations

REFERENCES

Bibliography:

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/16/EDC

Plan/Image:

Rapporteur/date: Jessica Taylor, June 2007

Name: Carbrain 16

Variant: Langlands Primary School

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 2NX

NGR: NS 75859 73804

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Started at a time to be completed in time for use August 1967.

Designers/other key agents: Architect appointed by the Dunbarton County Council

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): Site bordered to the north by Carbrain 6 and to the south and east by Carbrains 14, 13 and 15 (the Roman Catholic Primary School). Accessed by Glenacre Road.

Individual elements (including x-ref to sub-fiches): School now demolished.

Development: Closure was proposed for the school in 1999, and soon after demolished.

NOTES

None

AUTHENTICITY
School demolished.

REFERENCES

Bibliography: None as of July 2007.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/1&2/RES

Plan/Image:



Rapporteur/date: J Taylor, July 2007

Name: Carbrain 1 & 2

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: Carbrain 1 NS 76401 74574, Carbrain 2 NS 76263 74336

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun April 1961, first handover April 1962, completed May 1964

Designers/other key agents: CDC, contractor L K McKenzie

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 1 & 2 lie south of the town centre and the Carbrain road on gently sloping ground. The site is accessed by Torbex Road and Stoneylee Road.

Individual elements (including x-ref to sub-fiches): Carbrain 1, with Carbrain 2, comprises of 485 dwellings to accommodate 2089 at 89.6 persons per acre. Carbrain 2 was designed to have four play spaces located in courtyards. Carbrain 1, with Carbrain 2, has 101 flats, 21 of which are bed sitting rooms and the remainder of which are two bedroom flats. The dwellings are in groups of three hundred dwellings which focus on the shops, clubroom and footpaths. Blocks of flats identify the footpaths. All houses have garage and three-quarters have private gardens with full height fences or walls. There is electric under floor heating in the flats and some houses. Each dwelling has a standard shell and core but the ground floor arrangements are variable. Over each pend can be found fourth bedrooms, and a further additional room can be added over the individual garages when attached to the north face of the houses. The houses are roughcast brick work with flat felt roofs.

Development: Carbrain 1 and 2 developed simultaneously.

NOTES

Carbrain 1 & 2 are very urban in character though low-rise.

AUTHENTICITY

Carbrain 1 & 2 need some superficial restoration. Almost all doors and windows have been replaced with a variety of new styles.

REFERENCES

Bibliography

"Carbrain 1 & 2." *Architectural Review* 129, no. 767 (January 1961): 30.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref. URB/SCO/CNT/CAR/5/RES

Plan/Image:



Rapporteur/date: J Taylor, March 2008

Name: Carbrain 5

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76475 74687

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover February 1964, completed February 1965

Designers/other key agents: CDC architects, contractor L K McKenzie

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 5 is a very small area of housing lying between the Lye Brae and Glenhove Road. Built by LK MacKenzie & Partners Ltd.

Individual elements (including x-ref to sub-fiches): Housing in this area consists of four storey medium-rise flat roof blocks containing 77 dwellings. The blocks are rough cast with bands of green cladding running below the windows. To the ground floor are mosaic murals.

Development: Unknown.

NOTES

While slightly run down, Carbrain 5 is very visually interesting: the green cladding to the front and rear of the blocks of flats adds colour lacking in other area, and a sculpture by the new town artist, Brian Miller, exists by the entrance to the pedestrian footbridge leading to Kildrum.

AUTHENTICITY

No apparent alterations, the housing externally needs superficial repairs, though the windows are all new.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/6/REL

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Carbrain 10

Variant: Cumbernauld United Reformed Church

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 2NE/NW

NGR: NS 75771 74055

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Churches and schools were the responsibility of the religious body and Dumbarton County Council, not the Cumbernauld Development Corporation.

Overall plan/context (including x-ref to area fiche): The Cumbernauld United Reformed Church lies in the north-east corner of Carbrain 6 on a small plot of land accessed by Beechwood Road.

Individual elements (including x-ref to sub-fiches): This church is a simple red brick structure with horizontal fenestration at roof level.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref. URB/SCO/CNT/CAR/6/RES

Plan/Image:



Rapporteur/date: J Taylor, December 2007

Name: Carbrain 6

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75707 73858

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun April 1963, first handover January 1964, completed January 1969

Designers/other key agents: CDC, contractor L K McKenzie

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 6 is located between the Beechwood tree belt and the west Radial Link Road, and is accessed by Beechwood Road and Glenacre Road. Lying on the edges of Carbrain, this area built by LK MacKenzie & Partners Ltd contractor. Defined by the north-west by the Carbrain Road and in the south-east by the start of some steeply sloping ground. To the southern perimeter there lies Carbrain 16, the Langlands Primary School. Carbrain 6 contains within its boundaries the United Reformed Church of Cumbernauld and the Saloon Bar to the south.

Individual elements (including x-ref to sub-fiches): 409 dwellings comprising of 209 four apartment terraces, 16 five apartment terraces, 24 one apartment flats, 3 two apartment flats, 128 three apartment flats, 29 four apartment maisonettes. Four storey flat blocks define the western perimeter, the remainder of the housing comprises of two to five story maisonettes and two storey housing. Storage, clothes drying and refuse disposal facilities are all placed within the flats as in Carbrain 1 and 5. The two storey housing is grouped around cul de sac. Half of these have dual access, the others accessed by short footpaths. Two-thirds of dwellings have a space for a car in either the form of a carport or garage spaces in the garden; the rest have garages sited on the perimeter of the two storey houses. Each group of thirty houses has a

play area for toddlers. The dwelling accommodation is broken up thus: 209 four apartment terraces, 16 five apartment terraces, 24 one apartment flats, 3 two apartment flats, 128 three apartment flats, 29 four apartment maisonettes.

Development. A flatted factory or office block was proposed adjacent to the car road besides the main town footpath and the existing tree belt. The ground floors of the maisonette blocks were proposed as temporary office accommodation before the town centre was completed.

NOTES

Colour is used successfully in this area as cladding on roughcast blocks of flats. The blocks also become landmarks signifying the end of Carbrain to the west, and also the end of the town before crossing the pedestrian bridge into Greenfaulds, a later addition to the town to accommodate an increased target population.

AUTHENTICITY

No apparent alterations, housing and environment in relatively good condition and seemingly well maintained. To the north of the site some new housing has been built on the footstep of previous housing. This new housing consists of three and four storey long blocks of flats in a yellow brick, with hipped roofs.

REFERENCES

Bibliography

CDC. "Southside 2 Carbrain 6." Cumbernauld, 15 June 1961.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/6/COM

Plan/Image:



Rapporteur/date: Jessica Taylor, June 2007

Name: Carbrain 6 Pub

Variant: The Jack Snipe Saloon Bar

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75718 73669

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The site of the pub is on the very south-eastern edge of Carbrain, adjacent to the footbridge which links Carbrain to Greenfaulds.

Individual elements (including x-ref to sub-fiches): The pub is a very simple single storey red brick structure with a very shallow pitched roof, trimmed at the edges with copper.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/7/EDC

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Carbrain 7

Variant: Carbrain Primary School

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76528 74488

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbarton County Council

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): Carbrain 7 lies between Carbrain 1 and 9 to the east of the Carbrain area. Millcroft Road accesses the site.

Individual elements (including x-ref to sub-fiches): Carbrain Primary School is a three storey L-plan modernist brick structure with a flat roof and horizontal bands of windows of the post-war school building typology.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

None as of July 2007

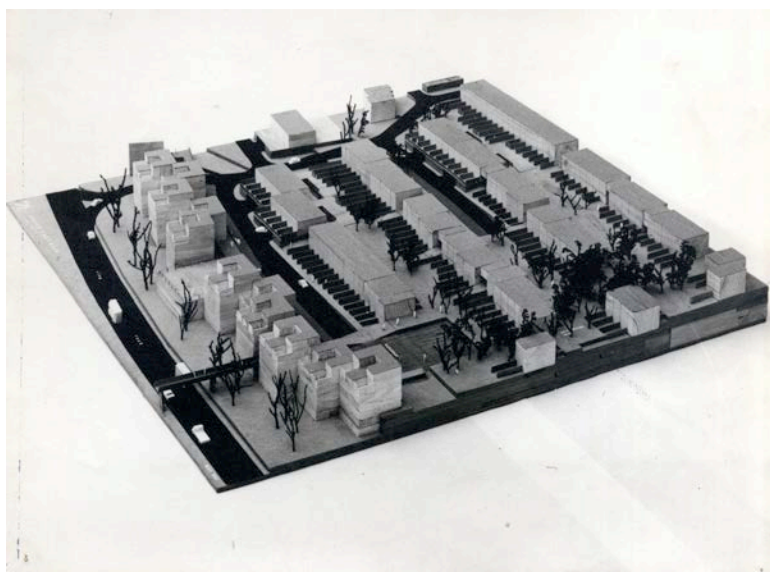
DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CAR/9/RES

Plan/Image:





Rapporteur/date: J Taylor, June 2007

Name: Carbrain 9

Variant: Carbrain South Phase 1

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76566 74348

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August 1963, first handover March 1965, completed January 1967

Designers/other key agents: CDC (principle architect R A Barton, job architect A Renville with J Latimer), contractor Holland, Hannan & Cubitts

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Carbrain 9 consists of eighty-eight acres on the hillside, with regular contours. The difference in levels of the site is at maximum sixty feet. The site is flanked on the east and west by the radial link roads and accessed by Glenrigg Road and Millcroft Road.

Individual elements (including x-ref to sub-fiches): Carbrain 9 housing consists of 223 two and three storey terraces (the original with flat-roofs) with private gardens and some with garages below, and 302 flats in the form of six storey walk-up stub blocks with high level patios, entrances accessed from a raised deck with garages below, the whole forming 525 dwellings accommodating 1766 people at 120.5ppa.

Actual accommodation is as follows:

180 5-apartment terraces
6 5-apartment terraces
28 6-apartment terraces
52 2-apartment flats
118 3-apartment flats
132 4-apartment flats

Medium play spaces with swings are sited to the east of the housing, along with a shop and meeting room at the end of one terrace. Built by Holland, Hannan & Cubitts.

Brick crosswalls, siporex roofs, partial prefab wall panels and interior partitions.

Development: The stub blocks at Carbrain are an anomaly at Cumbernauld. The privacy factor was extremely important in housing design at Cumbernauld, but here privacy was sacrificed.

NOTES

The stub blocks in Carbrain are unusual in terms of the town's density theory: densities were to be highest towards the town centre and decrease towards the edges of the town. Carbrain 9 forms the outer edge of Carbrain and so the south edge of the town, though provide some of the highest densities. This anomaly came about to make up for the early trends of house building at Cumbernauld: the first housing areas consisted of predominantly two bedroom dwellings, not providing suitable accommodation for a vast number of family sizes in need of new town housing from Glasgow overspill.

AUTHENTICITY

The terraced housing is maintained while the blocks of flats, which are now privatised, are not and are on the exterior in very poor condition, along with the deck access routes. The western most blocks of flats were modernized in the 1980s and given post-modern embellishments, the eastern most blocks have been given hipped roofs and painted with colours at variance with the original concept, and some of the rows of housing have been replaced with modern three-storey terraced homes with garages below in an English faux vernacular using brick.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

"Carbrain 9." *Architectural Review* 135, no. 803 (January 1964): 14.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/ADM/5

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Fleming House

Variant: 2 Tryst Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 1JN

NGR: NS 76014 74579

Typology: ADM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): Fleming House lies between the Central Way and Tryst Way at the centrally located in the central area.

Individual elements (including x-ref to sub-fiches): A T-plan brick office building eight-storeys high. Interior accommodation provides perimeter trunking, carpet tiles, suspended ceilings with recessed lighting and gas central heating. The building houses the environmental services of the North Lanarkshire Council.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/URB

Plan/Image:

Rapporteur/date: J Taylor, August 2008

Name: Condorrat

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 73769 73090

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1973 to late 1977

Designers/other key agents: CDC

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): The CDC development at Condorrat is based on the existing village, extending this towards Greenfaulds where there is a connection by footbridges. In the private residential areas of Condorrat the principles of Radburn planning were abandoned; in Condorrat P1, P2, P4 and P5 pavements flank the roads and footpaths are only provided to create shortcuts between areas and between cul-de-sac.

Individual elements (including x-ref to sub-fiches): Condorrat contains mostly one- and two-storey houses, those within the ring road being in terraces and those outwith being detached or semi-detached.

URB/SCO/CNT/CON/1/RES

URB/SCO/CNT/CON/2/RES

URB/SCO/CNT/CON/3/RES

URB/SCO/CNT/CON/4/RES

URB/SCO/CNT/CON/4/REC

URB/SCO/CNT/CON/P1/RES

URB/SCO/CNT/CON/P2/RES

URB/SCO/CNT/CON/P4/RES

URB/SCO/CNT/CON/P5/RES

URB/SCO/CNT/CON/EDC/1 (St Helen's Primary School)

URB/SCO/CNT/CON/EDC/2 (Condorrat Primary School)

URB/SCO/CNT/CON/EDC/3 (Braids Memorial Primary School)

URB/SCO/CNT/CON/REL/1 (Our Lady and St Helen's RC Church)

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/EDC/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Baird Memorial Primary and SEN Nursery

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 74399 73277

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: After 2000 (original school 1977)

Designers/other key agents: Unknown

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outside of the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): The school was originally supposed to lie between Condorrat P1 and Condorrat P2 on the Condorrat Ring Road side. The built school, however, lies between these two sites on the A73 side. The school is bounded to the north by woodland, to the east by the A73 though separated from this by a strip of woodland. On all other sides there are the houses of Condorrat P1 and P2. The school is accessed by Avonhead Road.

Individual elements (including x-ref to sub-fiches): The school is a modern building with an L-return roof and a small monopitch roof extension to the east. There is a small parking lot to the north and east, and open space and a field to the south-east.

Development: Unknown

NOTES

The original school building was completed in 1977, but was destroyed by a fire in August 2000, after which the existing school was built on the site.

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography:

North Lanarkshire website [www.northlan.gov.uk]

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/REL/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Our Lady and St Helen's RC Church

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 73911 73021

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outside of the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): The church lies to the south of Condorrat primary Primary School on a triangle of land, bounded by the housing areas of Condorrat 1 and Condorrat 3 on the other sides. Achray Road accesses the site.

Individual elements (including x-ref to sub-fiches): The church is on a small site fenced in on all sides but the entrance. The building has a square plan with a flat roof and an entrance raised a few feet off from ground level (the site slopes very gradually up to the north). There is an asymmetrically planned extension to the south-east with a private garden that looks to act as accommodation for the priest.

The church hall lies directly to the north east of the church on a north-north-east by south-south-west axis. The building is a simple single storey pitched roof structure.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/EDC/2

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: St Helen's Primary School

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 73832 73157

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outside of the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): St Helen's Primary School lies centrally on the area within the Condorrat Ring Road.

Individual elements (including x-ref to sub-fiches): The school is a modern building with an L-return roof and a small monopitch roof extension to the east. There is a small parking lot to the north and east, and open space and a field to the south-east.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography:

North Lanarkshire website [www.northlan.gov.uk]

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/1/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat 1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75705 72930

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover February 1976, completed June 1977

Designers/other key agents: CDC

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): Condorrat 1 forms a zig-zag shape within the Condorrat Ring Road. Its form follows the existing buildings of the town to the east. The land slopes down from east to west and is accessed by Rannoch Road and Rose Street.

Individual elements (including x-ref to sub-fiches): The housing at Condorrat 1 to the south of the site are single storey saltbox roof houses in terraces because of the flat land. All other house types are in the form of two storey terraces with pitched roofs. These are stepped going up the slope. To the south there is an orange building at the end of one single-storey row of houses that is slightly taller. This is indicated on a map as a hall, though appears to have a domestic use currently. There are 191 dwellings in Condorrat 1.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/2/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat 2

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 73928 72840

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover December 1973, completed October 1975

Designers/other key agents: CDC

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): Condorrat 2 lies to the south within the Condorrat Ring Road, bordered on one side by the road itself and on the others by Condorrat a and Condorrat 3. Etive Drive accesses the site, which branches off into Etive Court, Etive Crescent and Etive Place.

Individual elements (including x-ref to sub-fiches): Condorrat 2 housing comprises of two- and three-storey terraces, all harled. Some have pitched roofs and others have salt-box roofs. Some of the dwellings are split level, some are normal houses that step up the slope of the site, and some are three storey-terraces with garages below (these have a stepped pitch-roof to the rear to allow for two small horizontal windows, as at Abronhill 5a). Condorrat 2 contains 240 dwellings.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/3/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat 3

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 74063 72989

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover December 1973, completed October 1975

Designers/other key agents: CDC

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): Condorrat 3 lies within the Condorrat Ring Road, bounded on one side by this road and the others by Condorrat 2, Condorrat 4 and Our Lady St Helen's RC Church. Achray Road accesses the site.

Individual elements (including x-ref to sub-fiches): Condorrat 3 comprises of 116 two-storey harled dwellings with pitched roofs, all with private gardens. Built by Crudens.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/4/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat 4

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 74065 73219

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover December 1973, completed October 1975

Designers/other key agents: CDC

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): Condorrat 4 lies within the Condorrat Ring Road, bounded on one side by this road and the others by Condorrat Primary School and its football fields, the housing of Condorrat 3, and St Helen's Primary School. Lomond Drive accesses the site, which branches out into Lomond Court and Lomond Place.

Individual elements (including x-ref to sub-fiches): Condorrat 4 comprises of 182 two-storey harled dwellings with pitched roofs, all with private gardens, and 52 dwellings in three-storey blocks of flats with pitched roofs with slight shifts both vertically and horizontally where the pitches meet, adding variety to what could be a normal block of flats. Built by Crudens.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/4/REC

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat 4 Community Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 73915 73221

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Early 1970s

Designers/other key agents: CDC

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): The community centre is located at the west of Condorrat 4, near St Helen's Primary School. Lomond Drive accesses the site.

Individual elements (including x-ref to sub-fiches): The community centre is a small, single-storey square harled building with a mono-pitch roof.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/5/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat 5

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 73867 73500

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover October 1974, completed January 1977

Designers/other key agents: CDC

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): Condorrat 5 lies to the north of the area within the Condorrat Ring Road, and is bounded along one side by this road, and on the others by Condorrat Primary Primary School and its football grounds, and other public open green space. The site is accessed by Maree Drive and Maror Drive.

Individual elements (including x-ref to sub-fiches): Condorrat 5 comprises of 255 two-storey harled dwellings with pitched roofs, all with private gardens, and 45 dwellings in three-storey blocks of flats with pitched roofs with slight shifts both vertically and horizontally where the pitches meet, adding variety to what could be a normal block of flats. The flats run along the eastern edge of the site. Built by George Wilson.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/P1/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat P1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 74292 73316

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development. There are pavements which flank the roads in Condorrat P1, a reverse of the footpath system used elsewhere in the town.

Overall plan/context (including x-ref to area fiche): Condorrat P1 lies to the east outside the Condorrat Ring Road and is bounded to the west by this road, to the north by the Glasgow Road interchange, to the east by the A73 though the housing is separated from this by some woods. Avonhead Road, Kirkland Grove, Netherwood Road, Avonhead Avenue and Avonhead Gardens access the site.

Individual elements (including x-ref to sub-fiches): Condorrat P1 is entirely composed of detached houses on large individual plots of land. Each is unique from the others.

Development: Unknown

NOTES

Each of the houses at Condorrat P1 was built by the buyer of the land.

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/P2/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat P2

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 74288 72937

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outwith the ring road contain houses built for private ownership in the form of individual plots sold for private development. There are pavements which flank the roads in Condorrat P2, a reverse of the footpath system used elsewhere in the town.

Overall plan/context (including x-ref to area fiche): Condorrat P2 lies to the east outside the Condorrat Ring Road and is bounded to the west by this road, to the north by the Glasgow Road interchange, to the east by the A73 though the housing is separated from this by some woods. Avonhead Road, Kirkland Grove, Netherwood Road, Avonhead Avenue and Avonhead Gardens access the site.

Individual elements (including x-ref to sub-fiches): Condorrat P2 is entirely composed of detached and semi-detached houses each with a garden. There are a wide variety of house types, all two-storey and the majority with pitch-roofs of different styles. Many of the house types can also be seen in the private areas of Greenfaulds, while others are not seen elsewhere.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/P4/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat P4

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 73781 72603

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outside of the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): Condorrat P4 lies to the east outside the Condorrat Ring Road and is bounded to the west by this road, to the north by the Glasgow Road interchange, to the east by the A73 though the housing is separated from this by some woods. Avonhead Road, Kirkland Grove, Netherwood Road, Avonhead Avenue and Avonhead Gardens access the site. There are pavements which flank the roads in Condorrat P4, a reverse of the footpath system used elsewhere in the town.

Individual elements (including x-ref to sub-fiches): Condorrat P4 is entirely composed of detached and semi-detached houses each with a garden. There are a wide variety of house types, all two-storey and the majority with pitch-roofs of different styles. Many of the house types can also be seen in the private areas of Greenfaulds, while others are not seen elsewhere.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CON/P5/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Condorrat P5

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 73450 72658

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Condorrat was included into the development of the new town when the CDC realised the target population of 50,000 could not be housed comfortably on the hill, let alone the raised target population of 70,000. Condorrat was developed from the existing village of Condorrat, and while the area contains social housing contained within the Condorrat Ring Road, the three areas outside of the ring road contain houses built for private ownership in the form of individual plots sold for private development.

Overall plan/context (including x-ref to area fiche): Condorrat P5 lies to the west out side of the Condorrat Ring Road, bounded by this road on the east side, and on the other sides by Condorrat 4 and on all other sides by open fields. There are pavements which flank the roads in Condorrat P4, a reverse of the footpath system used elsewhere in the town.

Individual elements (including x-ref to sub-fiches): Condorrat P5 is entirely composed of detached and semi-detached one- and two-storey houses each with a garden. There are a wide variety of house types, all two-storey and the majority with pitch-roofs of different styles. Many of the house types can also be seen in the private areas of Greenfaulds, while others are not seen elsewhere. There is one block of flats of three-storeys with a pitch-roof.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/EDC/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Glencryan School

Variant: Greenfaulds Special School

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75492 73143

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbarton County Council

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The school is between the Greenfaulds Road and the Glasgow to Falkirk railway. The school is flanked by a new settlement of housing to the east and the private Greenfaulds developments to the west.

Individual elements (including x-ref to sub-fiches): The school is a single storey flat roof structure with a deep timber fascia and a band of horizontal windows going around. There is a second storey in some places in the same style as the first.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/RES

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Greenfaulds High School houses

Variant: 48, 50 Athelstane Drive

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 4AQ

NGR: NS 74701 73433

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): Greenfaulds High School is located on the edge of Greenfaulds, on lower ground than the housing, though the building still looms over the other parts of the neighbourhood. To the north lies the Glasgow Road, and to the west is the A73. Athelstane Drive accesses the school. The houses, which were perhaps provided for grounds keepers, teachers, or for other purposes, are located to the north of the school though at distance enough to provide some degree of privacy.

Individual elements (including x-ref to sub-fiches): The two houses are in the form of a semi-detached rectangular bungalow with a flat roof. A timber fascia runs along the top of the windows on both dwellings.

Development: Unknown

NOTES

None

AUTHENTICITY

Still in use

REFERENCES

Bibliography

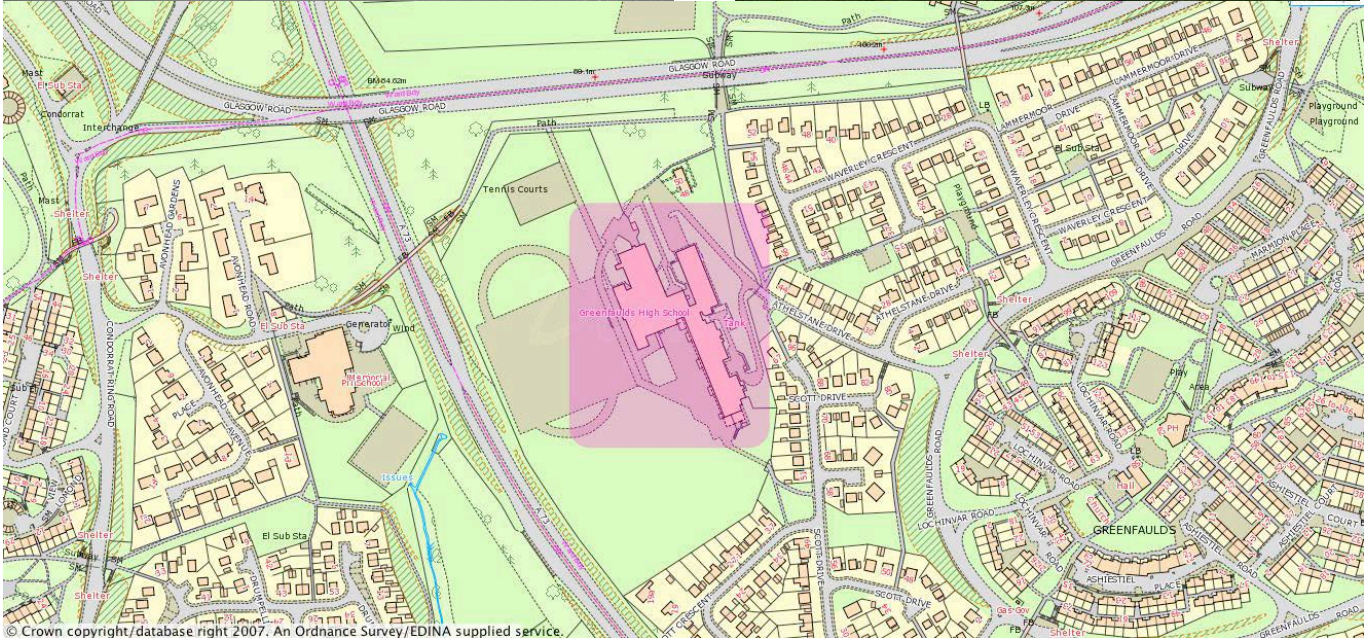
None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/EDC/2

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Greenfaulds High School

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 4AQ

NGR: NS 74696 73329

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened 1971

Designers/other key agents:

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types.

Overall plan/context (including x-ref to area fiche): Greenfaulds High School is located on the edge of Greenfaulds, on lower ground than the housing, though the building still looms over the other parts of the neighbourhood. To the north lies the Glasgow Road, and to the west is the A73. Athelstane Drive accesses the school.

Individual elements (including x-ref to sub-fiches): The building is a functional yet large three-storey school providing for over 1200 students. Two branches stem off from the main rectangular plan building that has a pitched roof.

Development: Unknown

NOTES

None

AUTHENTICITY

The current pitched roof is not original, as the school used to have a flat roof. Otherwise, the school is in excellent condition.

REFERENCES

Bibliography

North Lanarkshire Website [www.northlan.gov.uk/]

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/COM/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: The Swan Inn

Variant: 62 Lochinvar Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 4AR

NGR: NS 75121 73223

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types.

Overall plan/context (including x-ref to area fiche): The pub lies at the centre of the Greenfaulds Road, in close proximity to the Greenfaulds Community Hall, shop and Apostolic Church. Lochinvar Road accesses the pub.

Individual elements (including x-ref to sub-fiches): The pub is a single storey structure irregular in plan, with a flat roof apart from one smaller pitched roof and one pyramidal roof, both covered with red tiles. The pub has been painted a pale creamy yellow.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/URB

Plan/Image:

Rapporteur/date: Jessica Taylor, August 2008

Name: Greenfaulds

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Early 1970s to the late 1980s

Designers/other key agents: CDC and others

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Greenfaulds lies to the south-west of the town, and slopes down to this direction. The site is bounded on one side by the roads that separate this from Carbrain, and on another by the roads that separate this from Ravenswood. To the south-west are the industrial areas of Lenziemill West and Blairlinn. The site's main access route is Greenfaulds Road which acts as a ring road. Open green space is plentiful at Greenfaulds, and there is a large patch of open ground towards the north of the site where a bowling ground can be found.

Individual elements (including x-ref to sub-fiches): Greenfaulds contains seven housing areas (2, {6, 7 & 8}, {10, 11 & 12}, 13, {14 & 15} and {16 & 17}) and a further three in the form of Hill 1, 2 and {3 & 4}. Hill might in fact be disregarded, and be a special name for the privately owned areas where the houses were built by the plot owners and not the CDC. These three small areas (Greenfaulds 1, 2, {3 & 4} or Hill 1, 2, {3 & 4}) along with the other housing areas outside of the Greenfaulds Road were built for owner occupancy, while those housing areas within the Greenfaulds Road were built as social housing. Along with the housing there is one primary school, one special school and a secondary school. Another primary school is referred to on maps though whether or not this was built, the site is now occupied by housing specifically for the elderly. At the centre of the Greenfaulds Road there is a shop, a take-away restaurant, a community centre and a pub. There are two churches at Greenfaulds, the Apostolic Church and the Church of Later Day Saints.

Development: Unknown

NOTES

None

AUTHENTICITY

Greenfaulds is one of the best maintained of the Cumbernauld residential areas and satellites. The grounds are all well maintained, as are the houses.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/HLT/1

Plan/Image:



Rapporteur/date: Jessica Taylor, August 2008

Name: Kenilworth Medical Centre

Variant: Greenfaulds Medical Centre

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75375 73768

Typology: HLT

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Kenilworth Medical Centre lies on an island surrounded by road to the west of the town centre. To the north of the island is the Central Way-Janes Brae interchange, to the south-west is the Seafar Roundabout, and on the other sides are the Glasgow Road and the North Carbrain Road. Pedestrians access the site by two footpaths, one from Greenfaulds 2 and one from another island of housing at the central area. Kenilworth Road accesses the site, which is shared by a veterinary centre and in the past few years a nursery. All three buildings share the parking lot.

Individual elements (including x-ref to sub-fiches): The medical centre is a single storey dark red brick complex of buildings with a variety of roof types (an M-shaped hipped roof, a pitched roof to the rear, and to the larger building a low hipped roof, all of which are connected).

Development: Unknown

NOTES

None

AUTHENTICITY

Relatively new in comparison to the rest of the town and is in excellent external condition. The surrounding ground is also well maintained and landscaped.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/HLT/2

Plan/Image:



Rapporteur/date: Jessica Taylor, August 2008

Name: Lawrie Veterinary Group

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 1BP

NGR: NS 75322 73654

Typology: HLT

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Lawrie Veterinary Group Premises lies on an island surrounded by road to the west of the town centre. To the north of the island is the Central Way-Janes Brae interchange, to the south-west is the Seafar Roundabout, and on the other sides are the Glasgow Road and the North Carbrain Road. Pedestrians access the site by two footpaths, one from Greenfaulds 2 and one from another island of housing at the central area. Kenilworth Road accesses the site, which is shared by a medical centre and in the past few years a nursery. All three buildings share the parking lot.

Individual elements (including x-ref to sub-fiches): The vets is a small single-storey dark red brick building with a hipped roof with a t-intersection to the east demarcating the entrance and an overlaid hip to the north.

Development: Unknown

NOTES

None

AUTHENTICITY

Relatively new in comparison to the rest of the town and is in excellent external condition. The surrounding ground is also well maintained and landscaped.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/1/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, June 2007

Name: Greenfaulds 1

Variant: Hill 1

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75049 72953

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Greenfaulds 3 and 4 lies to the south of the Greenfaulds Road towards the train lines. The site is accessed by Locksley Place and Locksley Court.

Individual elements (including x-ref to sub-fiches): The housing at Greenfaulds 1 consists of a number of detached houses, all individual and built for sale. Some are extremely interesting in design, and the site is unified by the use of timber cladding.

Development: Unknown

NOTES

None

AUTHENTICITY

Greenfaulds is one of the best maintained of the Cumbernauld residential areas and satellites. These houses are all in excellent condition, both in terms of house maintenance and landscaping.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/10&11&12/RES

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Greenfaulds 10, 11 and 12

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75197 73248

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover March 1973, completed October 1974

Designers/other key agents: CDC architects, contractor George Wimpy

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Greenfaulds 10, 11 and 12 lies within the Greenfaulds Road, surrounded by Greenfaulds 13 and 9, and open green space.

Individual elements (including x-ref to sub-fiches): The housing at Greenfaulds 10, 11 and 12 consists of two storey terraces of houses and blocks of flats/maisonettes seen throughout Greenfaulds. In Greenfaulds 10 there are 199 dwellings, and in Greenfaulds 11 there are 337 dwellings, so all together there are over 536 dwellings.

Development: Unknown

NOTES

None

AUTHENTICITY

Greenfaulds is one of the best maintained of the Cumbernauld residential areas and satellites. These houses are all in excellent condition, both in terms of house maintenance and landscaping.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/13/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Greenfaulds 13

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75028 73279

Typology: RES [formerly EDC]

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover of amenity housing March 1988, completed October 1988

Designers/other key agents: Dunbarton County Council architect for original school building, unknown for amenity housing (for which the contractor J B Bennett)

Original brief: Unknown, as schools were commissioned by the Dunbarton County Council.

Overall plan/context (including x-ref to area fiche): The Greenfaulds 13 site lies to the north of the area within the Greenfaulds Road, within the two arms of Greenfaulds 10, 11 and 12. The site is now accessed by Lochvinor Road.

Individual elements (including x-ref to sub-fiches): There either once was a primary school at Greenfaulds 13, or the site was to be a primary school. Today, there is no school and instead amenity housing built sometime in the 1988. The houses are all single storey and linked in terraces. Most of the roofs are pitched, while occasionally the roof line is broken by a monopitched roof.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations, well maintained.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/14&15/RES

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Greenfaulds 14 & 15

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 74997 73458

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Greenfaulds 14 and 15 lies out with the Greenfaulds Road, between that road and the Glasgow Road. The site is sloping ground and bounded on one side completely by the Greenfaulds Secondary School.

Individual elements (including x-ref to sub-fiches): The housing at Greenfaulds 14 and 15 consists of a number of detached and semi-detached houses, all individual and built for sale. The site, with part Greenfaulds 16 and 17, contains 250 dwellings.

Development: Unknown

NOTES

None

AUTHENTICITY

Greenfaulds is one of the best maintained of the Cumbernauld residential areas and satellites. These houses are all in excellent condition, both in terms of house maintenance and landscaping.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/16&17/RES

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Greenfaulds 16 & 17

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 74839 73079

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Greenfaulds 16 and 17 lies out with the Greenfaulds Road, between that road and the A73. The site is on ground the slope to the north west and is bounded on one side completely by the Greenfaulds Secondary School.

Individual elements (including x-ref to sub-fiches): The housing at Greenfaulds 16 and 17 consists of a number of detached and semi-detached houses, all individual and built for sale.

Development: Unknown

NOTES

None

AUTHENTICITY

Greenfaulds is one of the best maintained of the Cumbernauld residential areas and satellites. These houses are all in excellent condition, both in terms of house maintenance and landscaping.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/2/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, June 2007

Name: Greenfaulds 2

Variant: Southern section Hill 2

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75521 73649 and NS 75162 72846

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover January 1973, completed March 1974

Designers/other key agents: CDC architects, contractor Miller Construction

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The Greenfaulds area lies to the south west of the town centre. Greenfaulds 2 within this occupies a plot to the north along Jane's Brae. The site is bordered to the south west by mature woodland.

Individual elements (including x-ref to sub-fiches): Greenfaulds 2 housing consists primarily of four storey linked walk-up flatted blocks to the north section, and to the southern section of detached and semi-detached houses. The blocks are staggered and stepped to follow the contours of the site forming undulating spaces. There are 104 three and four person flats accommodating 372 people. A buff coloured roughcast is used as wall finish, with yellow wood cladding to the stairwell.

Development: Unknown

NOTES

Received Saltire Society Mention in 1973

AUTHENTICITY

Greenfaulds is one of the best maintained of the Cumbernauld residential areas and satellites. These linked blocks are on the whole in good condition, though the wood cladding to the stairwells on some blocks requires maintenance.

REFERENCES

Bibliography

Saltire Society Good Housing Award brochure.
CDC. "Cumbernauld Technical Brochure." 1960-1970.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/3&4/RES

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Greenfaulds 3 & 4

Variant: Hill 3 & 4

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75254 73006

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Hill 3 and 4 are located to the south of the Greenfaulds Road towards the train lines. Locksley Road and Locksley Avenue access the site.

Individual elements (including x-ref to sub-fiches): The housing at Hill 3 and 4 consists of a number of detached houses, all individual and built for sale. Some are extremely interesting in design, and all are unified by the use of timber cladding.

Development: Unknown

NOTES

None

AUTHENTICITY

Hill lies to the south of Greenfaulds, which is one of the best maintained of the Cumbernauld residential areas and satellites. These houses are all in excellent condition, both in terms of house maintenance and landscaping.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/6&7&8/RES

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Greenfaulds 6, 7, & 8

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75615 73482

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover March 1973, completed October 1974

Designers/other key agents: CDC architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Greenfaulds 6, 7 & 8 lies close to Carbrain, bordered on one side by Jane's Brae, to the south by Greenfaulds Road, and other sides by Greenfaulds 2, the Woodlands Primary School at Greenfaulds 9, and open green space. The site is accessed by Abbotsford Place, Abbotsford road and Abbotsford Close.

Individual elements (including x-ref to sub-fiches): The housing at Greenfaulds 6, 7 & 8 consists of 186 dwellings in the form of two storey terraces with blocks of flats with a slight curve in play boarder the site to the north as seen to the Greenfaulds 2.

Development: Unknown

NOTES

None

AUTHENTICITY

Greenfaulds is one of the best maintained of the Cumbernauld residential areas and satellites. These linked blocks are in the whole in good condition, though the wood cladding to the stairwells on some require maintenance. The two-storey houses are also in excellent condition.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/9/EDC

Plan/Image:



Rapporteur/date: J Taylor, June 2007

Name: Carbrain 9

Variant: Woodlands Primary School and Woodlands Nursery School

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75466 73288

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened as Woodlands Primary and Nursery in August 2000

Designers/other key agents: Dunbarton County Council

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): Greenfaulds 9 lies to the south of the area within the Greenfaulds Road. The site is accessed by Melrose Road and Greenfaulds Road.

Individual elements (including x-ref to sub-fiches): Woodlands Primary School is a large complex of single storey buildings in timber painted dark brown and has a semi open-plan. There are various roof types. The school complex is completely contained within a fence and has large open space.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/REL/2

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Greenfaulds Apostolic Church

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75055 73154

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbarton County Council

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): The Apostolic Church lies to the centre to the area within the Greenfaulds Road. The church sits on a patch of open ground with housing around the edges. Next to this is the Greenfaulds shop.

Individual elements (including x-ref to sub-fiches): The Apostolic Church is a modest single storey grey brick rectangular building with an asymmetrical pitched roof.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/COM&REC/1

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Greenfaulds Shops and Community Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75089 73177

Typology: COM/REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): The shops and community centre for the Greenfaulds site are located next to the Apostolic Church at the centre of the area within the Greenfaulds Road. The commercial buildings are on a plot of open green space bounded on all sides by housing.

Individual elements (including x-ref to sub-fiches): The shops are in the form of two rectangular single storey harled buildings with pitched roofs placed parallel to one another with a connector between. One side (east) is a community centre, and the other is split between the local shop and a take-away Chinese restaurant.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations and still in use, though in need of some superficial maintenance.

REFERENCES

Bibliography:

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/REL/1

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: The Church of Jesus Christ of Latter Day Saints

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75471 73403

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbarton County Council

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): The Church lies on open ground, bordered by on two sides by Greenfaulds 6,7 & 8 and Greenfaulds 9. The site is on raised ground so to overlook everything to the south.

Individual elements (including x-ref to sub-fiches): The church is a red brick high single storey rectangular building with a very shallow pitched roof. Sitting on the top of the gable is a white steeple.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/GRE/RES/1

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Cumbernauld Care Home

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75525 73498

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Nursing Home lies between the Church of Latter Day Saints and Greenfaulds 6, 7 & 8.

Individual elements (including x-ref to sub-fiches): The nursing home is modern yellow brick two-storey building with a shallow pitched roof.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/10/EDC

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Kildrum 10

Variant: Cumbernauld High

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76986 74448

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened 1964

Designers/other key agents: Dunbarton County Council, architects Granton & MacLean

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): The High School site lies to the south of the Kildrum Road bordered by that road to the north-west and by Lye Brae on the west. The site is bounded on all other sides by open green space and mature woodland.

Individual elements (including x-ref to sub-fiches): The main Robert Burns building houses most of the classroom subjects in its three tower blocks A, B and C. The James Watt building is for technology subjects, the Andrew Carnegie building houses are, business studies and the sciences, while the David Livingstone building has home economics. The assembly hall is spacious and there is a well equipped PE wing with a swimming pool, and extensive playing fields surround the school. The building is red brick with horizontal fenestration, the regular sections of which are blocked out with blue.

Development: Unknown

NOTES

Cumbernauld High was the first comprehensive secondary school in the new town.

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

North Lanarkshire Website

[<http://www.northlan.gov.uk/education+and+learning/schools/secondary/cumbernauld+high.html>]

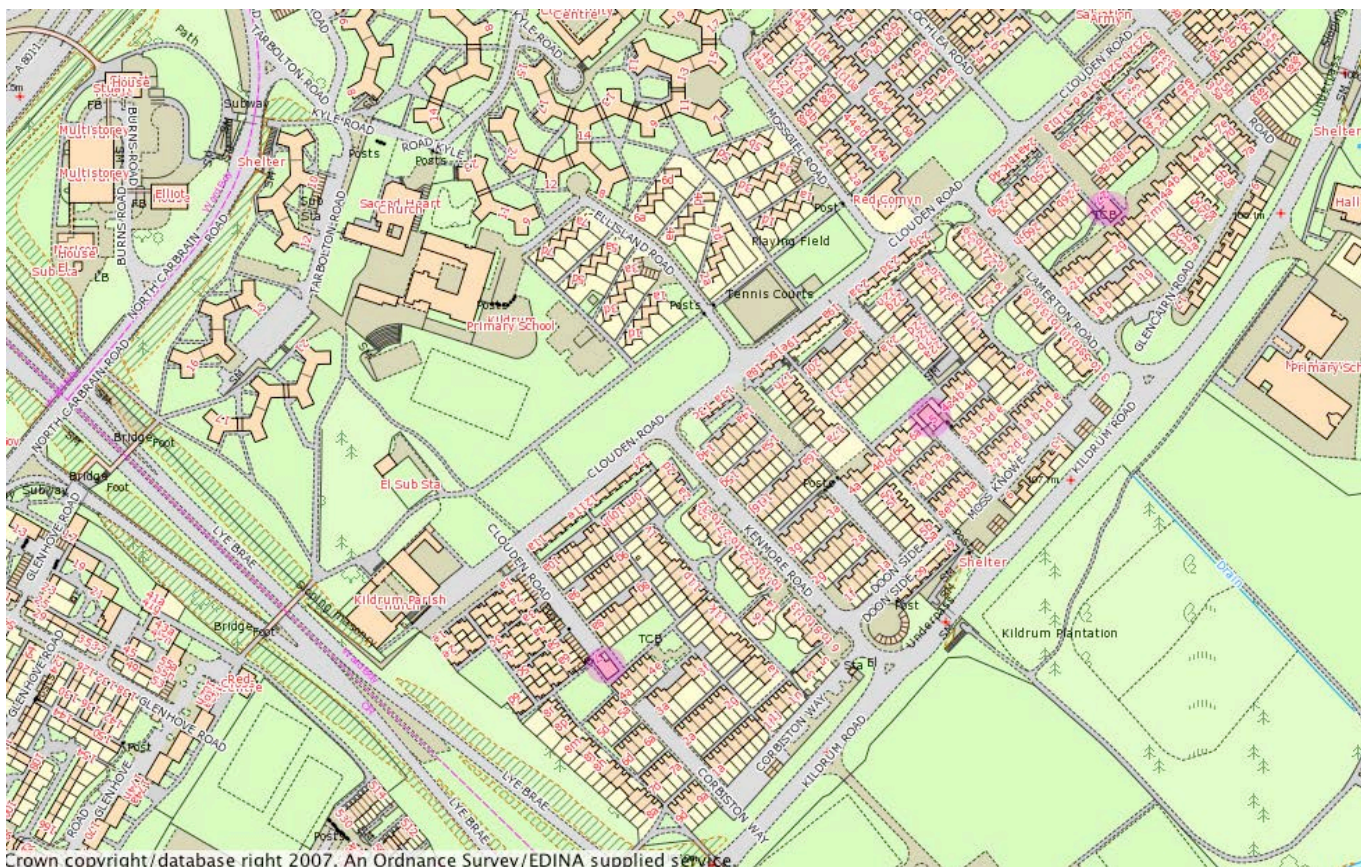
DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/18/COM

Plan/Image:





Rapporteur/date: J Taylor, August 2008

Name: Newsagent

Variant: 7 Clouden Road, 5 Moss Knowe, 27a Lamerton Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76805 74663, NS 77013 74825, NS 77130 74954

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown, probably constructed along with the housing area Kildrum 18 which was completed January 1965

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types.

Overall plan/context (including x-ref to area fiche): The three shops are strategically placed within Kildrum 18 and are placed either at the end of a road or the focus of a pedestrian footpath.

Individual elements (including x-ref to sub-fiches): The three identical buildings have a single storey square plan structure with pyramidal slated roof. Each has a storage extension to one side hidden behind a wall.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/6/REC

Plan/Image:



Rapporteur/date: Jessica Taylor, August 2008

Name: Kildrum 6

Variant: Cumbernauld YMCA-YWCA

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76790 75075

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Established on the 1 November 1960

Designers/other key agents: CDC

Original brief: The existing buildings at Kildrum were converted to provide key functions for the housing fast being erected in the vicinity.

Overall plan/context (including x-ref to area fiche): Kildrum 6 lies at the centre of the area within the Kildrum ring road. The shop is directly next to the shop, also a converted farm building, both being surrounded by the housing of Kildrum 5 and Kildrum 3.

Individual elements (including x-ref to sub-fiches): Kildrum 6 makes use of the existing Kildrum Farm buildings, which date back to before 1899.

Development: Unknown

NOTES

The Kildrum YMCA-YWCA was the first community based organisation to be established in the new town.¹

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

Cumbernauld YMCA-YWCA website [<http://www.cumbernauld-ymca-ywca.org.uk/>]

¹ “About Us: Cumbernauld YMCA YWCA” from the Cumbernauld YMCA-YWCA website [<http://www.cumbernauld-ymca-ywca.org.uk/>]

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/7/REC&COM

Plan/Image:



Rapporteur/date: Jessica Taylor, August 2008

Name: Kildrum 7

Variant: Kildrum Shop and Post Office

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76790 75075

Typology: REC & COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened by the CDC as shop round 1960

Designers/other key agents: CDC

Original brief: The existing buildings at Kildrum were converted to provide key functions for the housing fast being erected in the vicinity.

Overall plan/context (including x-ref to area fiche): Kildrum 7 lies at the centre of the area within the Kildrum ring road. The shop is directly next to the YMCA building, also a converted farm building, both being surrounded by the housing of Kildrum 5 and Kildrum 3.

Individual elements (including x-ref to sub-fiches): Kildrum 7 makes use of the existing Kildrum Farm buildings, which date back to before 1899. The buildings are long, low to the ground and rubble built with pitched slated roofs with two t-intersections to the north-east side, and a small pyramidal roof structure at the north-western end of the building. There is a pend also covered by the roof at the centre of the building allowing access to the entrance of the shop and post office contained within the southern half of the building, and the other uses contained within the other half.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/11/EDC

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Redburn School

Variant: Kildrum 11

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 2EL

NGR: NS 77123 74427

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: In general briefs were not used at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal created housing types.

Overall plan/context (including x-ref to area fiche): Redburn School lies outside the Kildrum ring road, and stands alone surrounded by woodland and open grassed fields.

Individual elements (including x-ref to sub-fiches): A complex of brown brick buildings with flat and mono-pitched roofs. There is a timber fascia to each building. The complex has a car park to the north-west.

Development: Unknown

NOTES

None

AUTHENTICITY

There is roofing work being carried out in August 2008.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/REL/1

Plan/Image:



Rapporteur/date: Jessica Taylor, July 2007

Name: Kildrum 19

Variant: Salvation Army Church

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77127 75078

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): Salvation Army lies on the corridor of open green space that runs along Clouden Road.

Individual elements (including x-ref to sub-fiches): Simple low-rise square plan building with an asymmetrical gabled roof with skylights on the larger pitch.

Development: Unknown

NOTES

AUTHENTICITY

Though not well maintained the building is in good condition apart from discolouration of the external harling.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL

Plan/Image:

Rapporteur/date: Jessica Taylor, August 2008

Name: Kildrum

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76921 75064

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Late 1950s to early 1970s

Designers/other key agents: CDC and others

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Kildrum lies on the north-east section of the hill, and merges with Park, which acts as the area intended for private ownership outside of the Kildrum ring road. The remainder of the area lies with the main access road, the Kildrum Road. Within this area the housing is densely packed, with a corridor of open space containing a pub, tennis courts and playgrounds along Clouden Road. To the south and north of Kildrum are existing wooded areas. The area is relatively flat, apart from certain areas which slope somewhat (Kildrum 5 for example).

Individual elements (including x-ref to sub-fiches): Kildrum contains nine housing areas (Kildrum 1, 3, 5, 14, 17, 18, 19, 21, and 22), three primary schools, one secondary school, several nursery schools, Cumbernauld Theatre, a handful of local shops, three churches and a pub. One of the residential sites, Kildrum 22, contains three tower blocks, one of which is the tallest of all the tower blocks at Cumbernauld.

Development: Developed in a scattered nature, not in any particular order.

NOTES

Kildrum was the first site to be developed as it was the most convenient for the workers of the Burroughs Adding Factory, who were to be housed here in the late 1950s.

AUTHENTICITY

Kildrum is a very successful area of Cumbernauld. Despite this, some of the housing does require superficial repairs.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/REC/1

Plan/Image:



Rapporteur/date: Jessica Taylor, August 2008

Name: Kildrum 7

Variant: Cumbernauld Theatre (Cottage Theatre)

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76759 75606

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened by the CDC as shop round 1960, though building in existence since before 1899.

Designers/other key agents: CDC

Original brief: The existing buildings at Kildrum were converted to provide key functions for the housing fast being erected in the vicinity.

Overall plan/context (including x-ref to area fiche): The Cumbernauld Theatre lies outside the Kildrum ring road, north of the first Kildrum housing development (Kildrum 1). The site is surrounded by woodland which slopes steeply down to the north of the building.

Individual elements (including x-ref to sub-fiches): The Cumbernauld Theatre makes use of the existing Kildrum Farm buildings, which date back to before 1899. The original long, low, rubble built building with slate pitched roof was part of Braehead Farm, which shows on the first edition (1849-1899) of the County Series 1:10560 1846-1969. The interior walls were opened up to create a bar and venue for a variety of performances. This included the extension of the building down the hill to the north to provide proper stage facilities.

Development: Unknown

NOTES

The Cottage Theatre was very important socially in the early days of the town, and acted as a venue for folk music performances as well as amateur dramatics.

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/1/RES

Plan/Image:



source: rapporteur, June 2008



source: CDC, [Industrial brochure designed by Albert Brebner], undated

Rapporteur/date: J Taylor, March 2008

Name: Kildrum 1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76770 75406

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Houses: Begun 28 June 1957, first handover March 1958, completed September 1958
Blocks of flats: First handover October 1960, completed September 1961

Designers/other key agents: Gillespie, Kidd and Coia, contractors Cubitts

Original brief: Kildrum 1 was the first residential area to be designed and built in Cumbernauld. The Development Corporation was yet to have a working architectural staff and so hired the outside firm of Gillespie, Kidd and Coia (one of the very few occurrences of this in the new town) to design housing for the employees of the newly built Burrough's factory.

Overall plan/context (including x-ref to area fiche): Kildrum 1 lies on a plot of land to the north west of the Kildrum Road, chosen for its proximity to the Burrough's Factory.

Individual elements (including x-ref to sub-fiches): Kildrum 1 contains two storey brick terraces originally with flat roofs and also four and five storey blocks of maisonettes also originally with flat roofs. Those with five storeys have garages below. There are several integrated commercial and service facilities (one now a hairdresser) along with car parking. All buildings in Kildrum 1 have undergone a massive refurbishment leaving them almost unrecognizable. There are 98 terraced houses and 208 flats provided in the blocks.

Development: Kildrum 1 was to provide the first housing of the new town, and so was begun soon after an agreement was made with Burroughs Adding Machine Company. The terrace houses and then the slab blocks were constructed first to Gillespie Kidd and Coia's drawings. These were to be followed by a single high block of sixteen storeys providing sixty-four dwellings but this was never built.

NOTES

The historical significance of this site is the position it holds chronologically as Cumbernauld's first area of housing and remains one of the most well known due to mass publication of the Cumbernauld Development Corporation's early progress.

AUTHENTICITY

The buildings have been externally altered a great deal, the blocks of flats having new skins of a pale brick and tiling, with new timber detailing on the doors and balconies. The terraces now have pitched roofs and their original distinctly stylish post war simplicity with pale brick end walls and walls of windows has been covered with harling to create a much more traditional terrace.

REFERENCES

Bibliography

"Cumbernauld New Town: Preliminary Planning Proposals." *The Architects' Journal* (5 June 1958): 858-9.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/12/REL

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Kildrum 12

Variant: Kildrum Parish Church

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76672 74769

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: November 1960-March 1962 (?)

Designers/other key agents: Alan Reiach and Partners

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Kildrum 12 church is on a south facing slope with mature woodland to the north and a main arterial road sunk in a cutting to the west.

Individual elements (including x-ref to sub-fiches): The church and halls are planned around a level courtyard reached by a flight of steps from the car parking. The courtyard was intended to be used as an open-air Sunday school in the summer. The church proper seats eight-hundred, and is a steel framed structure with buff facing brick. The main hall seats 500, contains a cloakroom and kitchen. A small hall seats a further one hundred people.

Development: Unknown

EVALUATION

Notes: This is one of two churches Alan Reiach was commissioned to design for Cumbernauld, the other St Mungo's near the town centre. Both churches are "clearly influenced by the new Scandinavian church designs that Reiach so much admired such as the chapels of Eero Saarinen and the Grauberget Village Church by Magnus Poulsson in Norway (Historic Scotland, 19 December 2000).

Authenticity: Still in use as church, no obvious external alterations.

REFERENCES

Bibliography

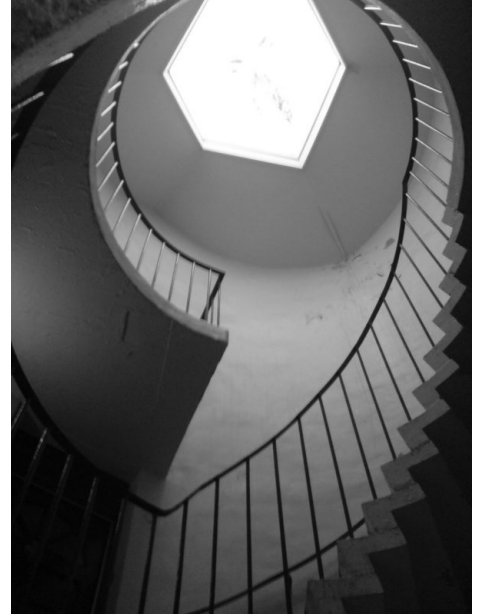
- Anon. "Kildrum Church with Steeple." *Architectural Review* 129, no. 767 (January 1961): 38-39.
Anon. "Kildrum Church." *Architectural Review* 135, no. 808 (June 1964): 400-403.
Historic Scotland. "Clouden Road, Kildrum Parish Church (Church of Scotland), Including Hall and Manse, HB 47480." Historic Scotland Statutory List Description, 19 December 2000

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/14/RES

Plan/Image:



Rapporteur/date: J Taylor, March 2008

Name: Kildrum 14

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76619 75020

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun January 1965, first handover August 1966, completed March 1967

Designers/other key agents: CDC architects, contractor Atholl Houses

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The site is bordered to the west by the North Carbrain Road, and to the south by Lye Brae. The ground slopes steeply and unevenly from Carbrain Road to Kildrum 5.

Individual elements (including x-ref to sub-fiches): Kildrum 14 housing is a continuation of that at Kildrum 5: all dwellings are in the Y-block flatted form altogether comprising of 169 dwellings (two 3 apartment flats and 168 four apartment flats). The contractor was Atholl Houses, Ltd. As written under the Kildrum 5 fiche, at Kildrum 14 a form of building was used that would create an environment of spaces each with their own identity and having both human and urban scales. Kildrum 5 consists to all but the southern border of a honeycombed web of Y-blocks. The Y shapes are formed at an angle of 132.5°, making a broken honeycomb pattern leaving some gables exposed and painted after much debate among the CDC Architects (the use of colour here was something of an experiment, and was thought to be unsuccessful by the CDC, so not used elsewhere). Drying areas are located to the ground floors, alternating with pends which allow free pedestrian movement, and hexagonal green spaces each with a different character are formed at the centre of Y-blocks. This housing type, reminiscent of the Grondal Flats in Sweden and also recalls housing at Gleadless, Sheffield where there are similar instances Y links between blocks and where the Kildrum 5 architect, Ron Simpson, previously worked. The standard Y block is three storeys high, with three arms around a circular central stair. The arms are at unequal angles to each other and when linked create an infinite variety of possibilities, breaking up the very regular monotony of Grondal.

Development: Unknown

NOTES

None

AUTHENTICITY

The blocks are in a varying state of maintenance. All in all the landscaping remains maintained, and each landscaped void within the Y-block does maintain its individual character. The gables have been painted a deep red but could do with repainting. Almost all the windows are modern replacements.

REFERENCES

Bibliography

None as of March 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/17/RES

Plan/Image:



Rapporteur/date: J Taylor, March 2008

Name: Kildrum 17

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77158 74995

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: March 1962, first handover August 1963, completed September 1964

Designers/other key agents: CDC, contractor A A Stuart

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Kildrum 17 is split into two parts by the Clouden Road, the larger of the two is bounded to the south by Kildrum Road, to the east by Park 3, to the north by Kildrum Primary School (Kildrum 2) and the long narrow stretch of open space that runs along the Clouden Road and the west by Kildrum 18. This site is accessed by Clouden Road, Glencairn Road and Lamerton Road. The smaller of the two is to the north of the Clouden Road, bordered on the other sides by the Kildrum Primary School, Kildrum 5 and the Health Centre (Kildrum 8).

Individual elements (including x-ref to sub-fiches): Kildrum 17 contains 225 dwellings providing a density of 64.2 ppa. Contractor A & A Stuart Contractor. The southern section of Kildrum 17 contains various house types: the patio houses to the east provide privacy and orientation for sunshine. The majority of the other houses are single aspect terrace houses which also offer a degree of privacy and a considerable amount of sunshine.

Development: Unknown

NOTES

Included in the award to Kildrum South by the Saltire Society for Good Housing Design of 1964.

AUTHENTICITY

Some of the patio houses are abandoned.

REFERENCES

Bibliography

Saltire Winning Award Brochure, 1980's

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/18/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Kildrum 18

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76920 74771

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August 1962, first handover September 1963, completed January 1965

Designers/other key agents: CDC, contractor J B Bennett

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Kildrum 18 lies on land that slopes to the south. The site is bordered to the east by Kildrum 17, to the north by Clouden road, to the south by the Kildrum Road, and to the west by Lye Brae. The site is broken sporadically by Kildrum 19, long blocks of flats added later and recently demolished.

Individual elements (including x-ref to sub-fiches): Kildrum 18 contains 301 dwellings, providing densities as at 64.2 ppa. The housing is mostly in the form of two terraces of family houses on a southward slope centred on broad pedestrian spaces that link community and play facilities. To the south are garages, and to the north along the Clouden Road is a single row of mews flats above garages. To the west of the site are three rows of patio houses maximising sunlight by orientation and privacy. The other houses are single aspect terrace houses which also offer a degree of privacy and plenty of sunshine.

Development: The space and townscape was altered in the 1960s by a series of long blocks of maisonettes. These provided for a mixed developed site creating an exciting townscape. These have since been demolished and replaced in some areas by two storey housing association housing of brick, not fitting in with the uniform aesthetic of Cumbernauld.

NOTES

Included in the Saltire Society Award for Good Housing of 1964 to Kildrum South.

AUTHENTICITY

The houses are in relatively good condition and have changed little since their construction.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

Saltire Society Winning Brochure, 1980s

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/19/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Kildrum 19

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76899 74730 and NS 77076 74895

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover May 1967, completed August 1967

Designers/other key agents: CDC architects, contractor Concrete (Scotland)

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Kildrum 19 is in two sections contained entirely within Kildrum 18. One part is accessed by Lamerton Road, the other by Kenmore Road. The two rely on Kildrum 18 for amenities. The land slopes gently from north to south without any pronounced physical features.

Individual elements (including x-ref to sub-fiches): The original plan for Kildrum 19 involved two blocks running north to south and three others running along the Clouden Road. While the first were constructed, the latter three were not. The two blocks of maisonettes running the width of Kildrum South were to be four to seven-storeys and to have balcony access and lifts. The second phase consists of 45 dwellings, and was part of a booster programme to use industrialised methods to increase building construction. There are 148 dwellings altogether.

Three types of dwellings were to be provided in Kildrum 19. The blocks that were to run along Clouden Road were to provide two bedroom maisonettes accessed by a deck and served by a lift. The dining kitchen and storage area for this type of dwelling was to be provided at the entrance level. The living room with balcony off, two double bedrooms and the bathroom were to be provided on the floor above (or below) the entrance floor.

The two blocks of flats running north to south within the Kildrum 18 area were to be slightly different, providing two different types of dwellings. The first is a one bedroom flat situated on the ground floor for one or two persons (for an elderly couple as specifically stated). There were eighteen of these all together. The other type of dwelling provided above the ground floor flats was to be three bedroom maisonettes for small families. In this type a general purpose playroom is situated on the entrance level next to the dining kitchen. The upper floor was to contain the living room, one double bedroom and one single bedroom. Over half of the total dwellings in the block can be reached "by walking off the ground along the access deck",¹ or from ground level.

Development: These blocks provided for a mixed developed site creating an exciting townscape. Only the blocks on a north-south axis were built, the blocks running on an east-west axis never getting past the report phase. The blocks built have since been demolished and replaced by two

¹ CDC, "Kildrum 19 [Lgp/4/63/P]," (Cumbernauld: April 1963), 10.

storey housing association housing of brick, not fitting in with the uniform aesthetic of Cumbernauld.

NOTES

Included in the Saltire Society Award for Good Housing of 1964 to Kildrum South.

AUTHENTICITY

The blocks built had sound proofing problems. They were demolished for this and many other reasons at some point after the early seventies. The vacant land has been partially rebuilt with two story brick buildings by a housing association, not in keeping with the uniform aesthetic of Cumbernauld.

REFERENCES

Bibliography

Saltire Society Winning Brochure, 1980s

CDC. "Kildrum 19 [Lgp/4/63/P]." Cumbernauld, April 1963.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/2/EDC

Plan/Image:



Rapporteur/date: J Taylor, 1 December 2007

Name: Kildrum 2

Variant: Kildrum Primary School

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77043 75232

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Completed 1961

Designers/other key agents: Gillespie, Kidd and Coia

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): This school site is built on sloping ground. Both buildings are to the north west of the site, the smaller nursery school being to the north east of this boundary and the larger primary school being to the south west.

Individual elements (including x-ref to sub-fiches): A two storey rectangular plan primary school with a single storey rectangular plan nursery school both with courtyards. The two buildings are of brick and reinforced concrete with a concrete band course and a horizontally boarded timber fascia. There is also a free standing concrete water tower of square plan with a lectern roof on open cruciform base.

Development: Unknown

NOTES:

Jack Coia designed these school buildings with the sense of community desired for the whole town and with socio-architectural ideals in mind: the sinks are built at child level and the windows run horizontally along the ceiling (and the floor at the primary school building) allowing plenty of light without distraction from outside.

The school buildings showcased features typical of Gillespie, Kidd and Coia such as the classrooms that open into each other, the sculptural central courtyards providing safe play areas, the wide corridors illuminated by coloured glass panels, and the lectern-roofed water tower.

The Kildrum Primary School and Nursery with water tower were all listed in 2000 category 'B'. Early in 2004 permission was sought for demolition of all but the nursery, and later that year a serious fire damaged beyond repair all but the nursery. All but the nursery were demolished in 1005, while the nursery today is out of use and boarded up, though it had been reroofed and reclad after 2005.

AUTHENTICITY: All that is left of the original plan is the nursery building, and this has been re-roofed and re-clad and is now part of works occurring on the rest of Kildrum 2 (March 2008).

REFERENCES

Bibliography

R Rogerson, JACK COIA (1986). pp54-55

AHSS/ DOCOMOMO, CUMBERNAULD AND KILSYTH, TECHNICAL BROCHURE (1994), p15

M Glendinning, R MacInnes, A MacKechnie, A History of Scottish Architecture (1996), p458

Historic Scotland, Listed Building Report 47351: Afton Road, Kildrum Primary School, Including Kildrum Nursery Centre

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/21/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Kildrum 21

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76624 75242

Typology: RES/URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Started December 1966, first handover March 1969, completed January 1970

Designers/other key agents: CDC architects, contractor Concrete (Scotland)

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Kildrum 21 is a small plot to the north of the Kildrum Road. It is bordered on one side by Kildrum 1, and on all others by the Kildrum Road and Wilderness Brae. The site is accessed by Campsie View.

Individual elements (including x-ref to sub-fiches): Kildrum 21 reused the existing maisonette types of dwellings, in the Bison system. There are 106 dwellings in three blocks, one long and two shorter. These blocks were part of the booster programme to increase the use of industrialised building methods. These however were at some point demolished and now Kildrum 21 consists of detached brick houses and do not conform to the aesthetic of Cumbernauld.

Development: At some point the original maisonette blocks were demolished and later detached brick houses were erected.

NOTES

None

AUTHENTICITY

The buildings currently on the site are not original.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/22/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Kildrum 22

Variant: The Node

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76205 74398

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover August 1968, completed November 1968

Designers/other key agents: CDC [David Cowling], contractor Concrete (Scotland)

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Kildrum 22 stands alone and is separated from the rest of Kildrum by the North Carbrain Road, and is bounded on the other sides by the Wilderness and Lye Braes. The footpaths of Kildrum 22 are connected to those of the rest of the town by an interesting arrangement of pedestrian footbridges.

Individual elements (including x-ref to sub-fiches): The housing of Kildrum 22 comprises wholly of those flats in three tower blocks. These were a part of the booster programme, to increase industrialised building outputs at Cumbernauld. The three blocks are Stuart House, the highest tower block at Cumbernauld at 54 metres, Elliott House and Morrison House, both of the last at 34 metres. The site accommodates 162 dwellings in the form of three apartment flats, with one four apartment flat. There is a multi-storey car park between the three towers.

Development: While high buildings at Cumbernauld were always expected to provide an interesting, lively and urban townscape, the decision to have these tower blocks near the town centre went through very quickly to house a good number of people after the CDC realised the whole 50,000 could not be housed on the original town site.

NOTES

The flats at Kildrum 22 and at other tower blocks in the new town were marketed at executive flats, being described as being pricey. They were let to young professionals for example film makers from the BBC.

Each of these blocks has a concrete panel designed and created by Cumbernauld's new town artist Brian Miller in the lobby.

AUTHENTICITY

The blocks have been poorly maintained. There was talk of investment to refurbish the flats but so far nothing has been definitively announced or followed through.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/3/RES

Plan/Image:



Rapporteur/date: J Taylor, 1 December 2007

Name: Kildrum 3

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76878 75226

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun 1958, first handover May 1959, completed May 1960

Designers/other key agents: CDC, contractor SSHA

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Kildrum 3 has slopes to the south, is bounded to the north by the Kildrum Road, and to the east by a path of trees.

Individual elements (including x-ref to sub-fiches): The majority of dwellings at Kildrum 3 were to be in two storey terraces on a small slope and the remainder developed with 4/5 storey point blocks taking advantage of the views to the south east and retaining rectilinear direction of new areas to the pattern of Kildrum 1. All together there are 304 houses and 169 garages. There are also two toddler play spaces, one next to Kildrum Primary School playground and another between the housing and point blocks.

Development: Housing at this site was built at once. Kildrum 3 was to be the first area of housing to be produced by the architects department for normal town usage. The housing was to be urban and compact, and footpaths were to lead through the site and its buildings instead of around the site.

NOTES

None

AUTHENTICITY

A well-maintained area with no obvious alterations apart from the usual front doors

REFERENCES

Bibliography

CDC. "Minutes of the Cumbernauld Development Corporation." Cumbernauld, June 1957.
CDC. "Cumbernauld Technical Brochure." 1960-1970.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/4/EDC

Plan/Image:



Rapporteur/date: J Taylor, December 2007

Name: Kildrum 4

Variant: Sacred Heart Roman Catholic Primary School (now known as Kildrum Primary School)

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76711 74910

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Dunbartonshire County Council

Original brief: Unknown, as Dunbartonshire County Council was responsible for the educational facilities at the new town and so commissioned their own architects.

Overall plan/context (including x-ref to area fiche): The primary school at Kildrum 4 is next to the Catholic Church at Kildrum 9. Both are located flat land though surrounded by the sloping ground of Kildrum 5.

Individual elements (including x-ref to sub-fiches): The school building is a near rectangular plan with extension arm to the north west and courtyard at centre. Brick and concrete construction with concrete band course. The arm is six bays long, each bay with its own gable roof of lead, glazed gables with blue opaque glazing to floor.

Development: Unknown

NOTES

None

AUTHENTICITY

The school suffers from some external deterioration, both from wear and tear and from deliberate deterioration in the form of cracked glass. Part of the church faces on to a courtyard of sorts that is not accessible directly from the Kildrum 5 due to its level, and so makes the perfect place for anti-social behaviour.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/5/RES

Plan/Image:



Rapporteur/date: J Taylor, March 2008

Name: Kildrum 5

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76815 74996

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun April 1959, first handover July 1960, completed July 1961

Designers/other key agents: CDC [Project architect, Ron Simpson], contractor Weir Housing

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The site consists of three parallel zones: a steep central area with more gentle slopes above and below. The upper zone meets Kildrum 3. The site is accessed by Kyle Road to the north and Ellisland Road to the south, and bordered to the south west by Kildrum 4 and 9, the Roman Catholic Primary School and the Sacred Heart Roman Catholic Church respectively.

Individual elements (including x-ref to sub-fiches): At Kildrum 5 a form of building was used that would create an environment of spaces each with their own identity and having both human and urban scales. Kildrum 5 consists to all but the southern border of a honeycombed web of Y-blocks. The Y shapes are formed at an angle of 132.5°, making a broken honeycomb pattern leaving some gables exposed and painted after much debate among the CDC Architects (the use of colour here was something of an experiment, and was thought to be unsuccessful by the CDC, so not used elsewhere). Drying areas are located to the ground floors, alternating with pends which allow free pedestrian movement, and hexagonal green spaces each with a different character are formed at the centre of Y-blocks. This housing type, reminiscent of the Grondal Flats in Sweden and also recalls housing at Park Hill, Sheffield where there are similar instances Y links between blocks and where the Kildrum 5 architect, Ron Simpson, previously worked. The standard Y block is three storeys high, with three arms around a circular central stair. The arms are at unequal angles to each other and when linked create an infinite variety of possibilities, breaking up the very regular monotony of Grondal.

The lowest slope of Kildrum 5 was developed with short level terraces of four bedroom houses. The staggered, zig-zag form was adopted giving each dwelling a triangular patio at the front and rear, both being private and sheltered. These follow the contour, the walls are rendered, roofs flat (and remain so) and the fascias were originally of natural cedar.

All Kildrum 5 dwellings rough cast. The whole comprises a total of 273 dwellings accommodating 963 persons.

Shops were planned to be at the ground floor, but whether these were ever used, the shop at Kildrum 7 is now used instead, all the flats in the Y blocks being now used as dwellings. There were two toddler playgrounds, one on the footpath near to Kildrum 7 and the other near the four bedroom houses to the south.

Development: The Y-blocks developed from the south to the north, both phases appearing almost identical, but with a period of time in between.

NOTES

Publicly commended by the Saltire Society for study by other housing authorities.

After their completion one of the gable ends was painted by the new town artist, Brian Miller, a pale blue with two white doves. This received mixed opinions, those who liked the work lived in other buildings, those who disliked living in the painted block. Brian Miller links this to the Glasgow tradition of painting the gables of those tenements to be demolished. The tradition of painting gables at Kildrum 5 has continued, however.

AUTHENTICITY

The blocks are in a varying state of maintenance. All in all the landscaping remains maintained, and each landscaped void within the Y-block does maintain its individual character. The gables have been painted a deep red but could do with repainting. Almost all the windows are modern replacements.

REFERENCES

Bibliography

CDC. "Kildrum 5 Housing Site Report."

Taylor, Jessica. "Interview with Ron Simpson." Cumbernauld, December 2007.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/8/HLT

Plan/Image:



Rapporteur/date: J Taylor, March 2008

Name: Kildrum 8

Variant: Kildrum Health Centre

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76959 75150

Typology: HLT

Protection/date: None

HISTORY/DESCRIPTION

Dates: Completed March 1963, Opened by Minister of State 9 May 1963

Designers/other key agents: CDC

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The health centre lies in the centre of Kildrum, next to Kildrum 2 (the primary and nursery schools) and Kildrum 17 and 3, both housing areas, and is accessed by Lochlea Road.

Individual elements (including x-ref to sub-fiches): Information on the original health clinic building is scarce, other than that there was such a building here. The original building was single storey of some 3275 square feet and consists of three wings, respectively for general medical services, general dental services and local health authority services, grouped around a central hall, which serves as a combined waiting room. There was also a small shared office. Replacing this in the same spot now is a modern brick building serving the same function. The building is on two sides surrounded by some parking. The contractor was Peter Johnston.

Development: At some point the original health centre building was demolished, and replaced by a new health centre building.

NOTES

Opened by the Minister of State, 9 May 1963

AUTHENTICITY

The health centre building is not the original built at the site, though the new building is in excellent condition. However, the new building does not fit with the uniformity of style and colours through Cumbernauld.

REFERENCES

Bibliography

CDC, Kildrum Health Centre, Cumbernauld, General Note. Undated (~1963)

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/KIL/9/REL

Plan/Image:



Rapporteur/date: J Taylor, March 2008

Name: Kildrum 9

Variant: Sacred Heart Roman Catholic Church and Presbytery

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76677 74958

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Completed 1964

Designers/other key agents: Gillespie Kidd and Coia

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Kildrum 9 church is bordered by and linked with the Roman Catholic primary school (Kildrum 4), Kildrum 14 to the north, and Kildrum 5 to the north east.

Individual elements (including x-ref to sub-fiches): The church is in rendered brick with a concealed roof and rounded corners, and is located on a slope. The entrance bay is projecting to the north. There is glazing on the east and west walls, rhythmic lights of differing heights, divided by concrete mullions of unequal widths, corbel effect window heads, sale de verre coloured glass by Sadie McLellan illustrating stations of the cross.

Development: Unknown

NOTES

None

AUTHENTICITY

The exterior has been plastered over and painted, though the interior is largely unaltered.

'A' listed, Historic Scotland Building Number 24091

REFERENCES

Bibliography

Historic Scotland, "Listed Building Report 24091: Sacred Heart Roman Catholic Church and Presbytery."

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR/7/EDC

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Muirhead 7

Variant: Muirfield Community Education Centre [previously primary school]

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75987 74829

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened August 1968

Designers/other key agents: Dunbarton County Council

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): The Muirhead 7 site lies to the north of the town centre on a small site bordered by Muirhead 4 housing to one side, and open green space to the other.

Individual elements (including x-ref to sub-fiches): The building, as most of the simple school buildings at Cumbernauld, is a conglomeration of one and two storey pale brick buildings with horizontal sections of fenestration. The building is, to the south, provided with parking. There is a tall chimney to the west.

Development: Unknown

NOTES

The Muirhead 7 building was constructed initially at a primary school but at some point the building was converted to the similar use of community centre.

AUTHENTICITY

The transition from primary school to community centre is not intrusive, so there has not been much change to the fabric of the building. The building currently does not appear to have many external alterations.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR/7/COM/PBS

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Muirhead 9

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76232 75190

Typology: COM/PBS

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Muirhead 9 lies south of the Seafar Road, to the very east of the north side. The site is bounded by Muirhead 5 (shops) and the tower blocks of Muirhead 6. The site is accessed directly by Seafar Road.

Individual elements (including x-ref to sub-fiches): Muirhead 9 is a basic petrol station with a small shop and pumps covered with a flat roof supported by four large posts. The premises are run by Shell.

Development: Unknown

NOTES

None

AUTHENTICITY

This premises is modern, having been constructed in the past ten years, but whether there was another petrol station on Muirhead 9 beforehand or the site was used for different reasons is as of yet unknown.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR

Plan/Image:

Rapporteur/date: Jessica Taylor, April 2008

Name: Muirhead

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76111 75076

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Early to late 1960s

Designers/other key agents: Dunbarton County Council

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): Muirhead lies to the north of the town centre, part of the north side along with Seafar and Ravenswood. The site is bounded on one side by Seafar, on another by woodland and bounded on the other by the town centre. Seafar Road access the site. The site slopes down gradually to the north but becomes steeper in places. All the housing takes the gradation of the slope into account.

Individual elements (including x-ref to sub-fiches): Muirhead contains four residential areas (Muirhead 1, 3, 4, and 6), a petrol station, a primary school and a small row of shops that once acted as a library.

Development: Unknown

NOTES

Muirhead, along with Seafar and Ravenswood, make up the northside of Cumbernauld and one architectural team oversaw the three. This has translated into a strong visual continuity and uniformity throughout the northside, each individual area is navigable and flows well with its neighbour.

AUTHENTICITY

Muirhead along with Seafar and Ravenswood are very popular, and therefore well maintained. There is an obvious difference however between the levels of maintenance of certain dwelling types: the split-level dwellings do not show an obvious need for repairs, though there are signs of work being carried out, while the pitched roof terraces definitely need exterior repairs. The majority of the windows are plastic replacements.

REFERENCES

Bibliography

None as of April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR/3/RES&ADM/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Antonine Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 1PZ

NGR: NS 76272 75281

Typology: RES & ADM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Antonine Centre lies off of the Darroch Way that leads to Muirhead 3. The site is surrounded to the north and west by woodland, and to the south by Seafar Road.

Individual elements (including x-ref to sub-fiches): The building is square plan with a single storey extension to the east. The main building has a pitched roof which is cut into at the north and south points by a lower level flat roof.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUIR/1/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Muirhead 1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75817 75083

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Split levels: Begun August 1961, first handover February 1964, completed October 1964
Terrace houses: First handover March 1964, completed August 1964

Designers/other key agents: CDC, contractor Atholl Houses

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Muirhead 1 lies to the north of the Seafar Road and is bordered by this to the south. To the north and east is the Wood, and to the west Seafar 3. The site has three different slopes: one of 1 in 22, one of 1 in 5 and one of 1 in 9.

Individual elements (including x-ref to sub-fiches): There are two types of houses at Muirhead 1. The first, on a slope of 1 in 22, uses housing types used in Muirhead 4, all with private gardens and minimal overlooking, there are 42 of these. The other houses are split level houses with no gardens, which cover the 1 in 5 and the 1 in 9 slopes of Muirhead 1, there are 79 of these altogether. Due to the low sunlight angle living spaces are on the first floor. There are seventy-nine split-level dwellings and forty-two of the Muirhead 4 type.

Development: The Muirhead 4 type houses were begun in August 1961, the Split levels in March 1962. There is mention of a point block being introduced to add differentiating element in scale with open space backed by tree belt. This does not seem to have been built, unless the reference mistakenly refers to Muirhead 1 instead of the point blocks at Seafar 3 (the location of three point blocks). The whole lot was put up for sale in 1971.

NOTES

None

AUTHENTICITY

No apparent alterations, housing and environment in relatively good condition and seemingly well maintained.

REFERENCES

Bibliography

CDC. "Seafar 4 and Muirhead 1 Housing Report."

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR/3/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Muirhead 3

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76426 75329

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun June 1961, first handover October 1962, completed August 1963

Designers/other key agents: CDC architects, contractor A A Stuart

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Muirhead 3 contains a service road, circular in plan enclosing a large part of houses where the ground is flat. On the north side of the road is steeply sloping. There is one main access road to the site in the form of an extended cul-de-sac with small access branches. The cul-de-sac provide access to blocks of garages running along contours. Muirhead 3 stands alone to the north of the Seafar Road with Wilderness Brae to the east and the Wood to the north and west.

Individual elements (including x-ref to sub-fiches): One main access road to the site in the form of an extended cul-de-sac with small access branches. Stepped terrace of M4 type houses with gardens and minimum of overlooking are formed into a compact group on the flattest part of the site within the service road. A shop, public house and a terrace of 3 storey houses (as in M4) are included in this group. On the steeper perimeter of the site below the access road there are split level houses without gardens. Footpath access is diagonal to contours to give easy gradients. Originally the site was to comprise of 93 houses altogether, accommodating 81.6 ppa on 4.46 acres, but currently there are 113.

Development: Unknown

NOTES

The split-level housing used to the north of Darroch Way is of extreme significance, socially and aesthetically, remaining one of the most picturesque, well maintained and one of the most successful housing types in Cumbernauld New Town. This housing type was used first in Seafar 2 designed by Roy Hunter.

AUTHENTICITY

Terrace housing to the south of Darroch Way has much superficial deterioration, though the housing to the north follows the acclaimed and award winning split-level housing used also at Seafar 2, which appears to be in good condition and well maintained.

REFERENCES

Bibliography

CDC. "Ravenswood 1 Muirhead 3." *LGP/5/59/P* (1959).

"Muirhead 3." *Architectural Review* 135, no. 804 (February 1964): 96.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR/3/RES/1

Plan/Image:



Rapporteur/date: J Taylor, April 12008

Name: Darroch Nursing Home

Variant: Muirhead 3 Nursing Home

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76492 75339

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): Muirhead 3 contains a service road, circular in plan enclosing a large part of houses where the ground is flat. On the north side of the road is steeply sloping. There is one main access road to the site in the form of an extended cul-de-sac with small access branches. The cul-de-sac provide access to blocks of garages running along contours. Muirhead 3 stands alone to the north of the Seafar Road with Wilderness Brae to the east and the Wood to the north and west.

Individual elements (including x-ref to sub-fiches): The nursing home is a well-maintained two-storey building. The building is white with a shed roof that turns flat to the south west.

Development: Unknown

NOTES

None

AUTHENTICITY

Nursing home well maintained and in good condition.

REFERENCES

Bibliography

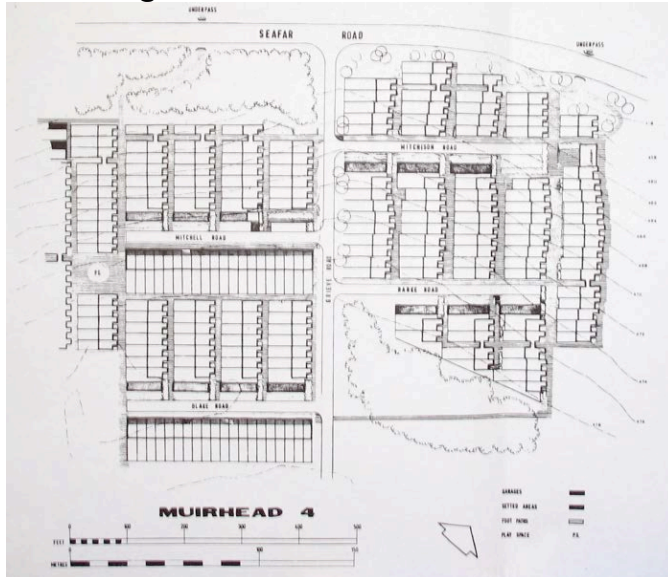
None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref. URB/SCO/CNT/MUR/4/RES

Plan/Image:



Rapporteur/date: J Taylor, April 12008

Name: Muirhead 4

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76076 75055

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August 1960, first handover June 1961, completed January 1965

Designers/other key agents: CDC Architects, contractor Atholl Houses

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Muirhead 4 occupies an area of land between Seafar Road and South Muirhead Road, bordered to the east by Muirhead 6 and to the west by Muirhead 7 (originally the police station). The site is accessed by two service roads, Grieve Road and Brown Road, with a number of smaller branch roads, Barke Road, Mitchison Road, Mitchell Road and Blake Road.

Individual elements (including x-ref to sub-fiches): Muirhead 4 housing consists of two storey terrace houses with private gardens which run on a south-west north-east axis and rows running perpendicular to these being of three storeys with garage to the ground floor. Both types have asymmetrical pitched roofs and all have private gardens. There were originally 138 dwellings accommodating 1130 persons at 89.8 ppa, but the current number of houses appears to be 181 with an extension to the west contemporary to the other housing at Muirhead 4.

Development: Unknown

NOTES

None

AUTHENTICITY

Generally well maintained, with some superficial decay. Panelled siding of three-storey dwellings painted various colours and some have been replaced with new plastic cladding or shingles.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR/5/COM

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Muirhead 5

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76203 75157

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC Architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Muirhead 5 occupies a very small plot between the housing areas Muirhead 4 and 6. The site slopes to the north west.

Individual elements (including x-ref to sub-fiches): Muirhead 5 comprises three small commercial premises in the form of a terraces, stepped down the slope to the north west. The identical shop fronts face Muirhead 4, one of which is boarded up. One is a hairdresser.

Development: Unknown

NOTES

A map of the late 1970s shows this sight as being occupied by a library. Whether the library occupied the existing buildings or occupied an earlier building on the sight is yet unknown (the former is probably true as the style of the buildings fit with the surrounding dwellings).

AUTHENTICITY

One of the shops is boarded up, the middle premises does not appear to be let and the other is a hairdresser, apparently still in use.

REFERENCES

Bibliography

None, April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR/6/RES

Plan/Image:



Rapporteur/date: J Taylor, April 12008

Name: Muirhead 6

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76324 75144

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: The first two point blocks were supposed to have started November 1966 but not actually begun until February 1967, first handover September 1966, completed June 1966. The first handover for the third point block was March 1968, completed May 1968.

Designers/other key agents: CDC Architects, contractor for first two tower blocks Laidlaw, Concrete (Scotland) was contractor for the third.

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Muirhead 6 is bordered to the north by the Seafar Road, Muirhead 5 (small commercial buildings) and Muirhead 9 (a petrol station), to the south by Central Way, and to the west by Muirhead 4.

Individual elements (including x-ref to sub-fiches): Muirhead 6 comprises of three point blocks, Drummond House, Blair House and Scott House, all 34 metres high and constructed using the Bison system of construction. The point blocks provide ninety dwellings all together: twenty-two two apartment flats and sixty-eight three apartment flats.

Development: Two of the point blocks were built in 1966, the third in 1968.

NOTES

Part of the proposed booster programme to use industrialised methods to increase housing production in the new town.

AUTHENTICITY

Generally well maintained, with some superficial decay. Panelled siding of three-storey dwellings painted various colours and some have been replaced with new plastic cladding or shingles.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/MUR/6/RES/1

Plan/Image:



Rapporteur/date: J Taylor, April 12008

Name: Ochilview House

Variant: Muirhead 6 Nursing Home

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76373 75177

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC Architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Muirhead 6 is bordered to the north by the Seafar Road, Muirhead 5 (small commercial buildings) and Muirhead 9 (a petrol station), to the south by Central Way, and to the west by Muirhead 4.

Individual elements (including x-ref to sub-fiches): The nursing home is a three storey brick building with mature gardens to the front and also to the patio area to the rear.

Development: Unknown

NOTES

None

AUTHENTICITY

Nursing home well maintained and in good condition.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR

Plan/Image:

Rapporteur/date: J Taylor August 2008

Name: Park

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77257 75514

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1958 to the 1970s

Designers/other key agents: Edinburgh Housing Research Unit (EHRU) under Robert Matthew in consultation with the Cumbernauld Development Corporation (CDC), and the CDC.

Original brief: Park was initially to provide for the foremen of Burroughs factory.

Overall plan/context (including x-ref to area fiche): Park lies to the north-east of Kildrum on rolling hills that lead to the grounds of Cumbernauld House. One part of Park (Park 3) lies within the Kildrum Road area. There is mature woodland to the east of Park in the Valley Glen.

Individual elements (including x-ref to sub-fiches): Park contains eight residential areas and no other amenities as the area is the smallest of all the neighbourhoods at Cumbernauld and so residents were expected to walk to Kildrum's local shops if necessary. There is one play area for children in Kildrum 1 but with all the houses at Park apart from the maisonette flats in park 1 having their own private gardens and Cumbernauld Park right next door not many outdoor facilities were necessary.

Development: While Park 3, 1 and 4 were all built for the purposes of social housing, the majority of the other sections of Park were sold as plots and developed by the owner. Several architects employed by the CDC did this. There are a variety of interesting housing types throughout Park 5, 6, 7, 8, 9, and 10, and since these were not built to any time scale when the individual houses were worked on and then finished is unknown.

NOTES

AUTHENTICITY

Park is in excellent condition. The houses are all very well maintained, as are the blocks of maisonettes. This may be due to the original high level of ownership here, and to the secluded nature of Park, not needing to be traversed to get anywhere else in the town.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

Saltire Award Winning Brochure

"Housing by Edinburgh University." *Architectural Review* 135, no. 803 (January 1964): 15.

CDC. "Minutes of the Cumbernauld Development Corporation General Meeting [CDC/_/62/M]." Cumbernauld: CDC, 11 October 1962

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR/1/RES

Plan/Image:



Source: Rapporteur (May 2007)



Source: Rapporteur (May 2007)



CDC, Technical Brochure, 1960s



undated Industrial brochure published by the CDC and designed by Albert Brebner

Rapporteur/date: J Taylor, June 2007

Name: Park 1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76955 75594

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun April 1958, first handover November 1959, completed January 1959

Designers/other key agents: CDC [Ron Simpson and Alex Kerr both having a role], contractor Weir Housing

Original brief: Park 1 was built to house employees of Burroughs factory. No design brief was set. In general briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Park 1 is located beyond Kildrum road, on the grounds of Cumbernauld House. It is bounded on all sides with open ground and woodland. The main part of the site is flat and this falls off to the east with a somewhat steep slope. Castle Way and Park Way access the site.

Individual elements (including x-ref to sub-fiches): Park 1 housing consists of 39 single storey originally flat roofed dwellings with private gardens and garages behind along Park Way accommodating 180 people at 25.7ppa, and six three- and four-storey blocks of maisonettes spaciouly placed to the south east on rolling hills grouped around existing trees, with circular garage spaces placed along Castle Way. These provide 32 houses for four persons, the rest for three persons. The timber houses are made from western red cedar and would not have needed painting (though they have been painted now). These houses follow the school building system, the Medway System, the inventor of which Ron Simpson (project architect for the site) worked with. There is one play space located in the pedestrianised areas between two rows of one-storey dwellings.

Development: Unknown

NOTES

Publicly commended by Saltire Society because they were so impressed, though Park 1 did not win the award. This was for the 1959/1960 award. The blocks of maisonettes were, soon after their being completed, inhabited by the staff of the Cumbernauld Development Corporation.

AUTHENTICITY

This site is extremely well maintained. The one storey dwellings which originally had plain wood panelling to the exterior with flat roofs are now painted darkly with pitched roofs, though this does not detract from overall well maintained appearance.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

CDC, [Industrial brochure designed by Albert Brebner], undated

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR/10/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Park 10

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77390 75367

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1970c

Designers/other key agents: Various/ Keystone Housing Society

Original brief: This site was constructed on a cost/rent basis. The brief is unknown.

Overall plan/context (including x-ref to area fiche): Park 10 lies outside of the Kildrum Road and is bounded on all other sides by the Glen Valley Park. A path between these houses leads to Abronhill.

Individual elements (including x-ref to sub-fiches): Park 10 consists of forty-four dwellings constructed on a cost/rent basis by the Keystone Housing Society. Several CDC staff architects took advantage of this opportunity.

The houses are in various forms and styles.

Development: Unknown

NOTES

The Keystone Housing Society was interested in developing part of Park 3 West to experiment with cost/rent tenancies. Their plans failed due do not obtaining the necessary Housing Corporation approval. The Keystone Housing Society then considered a co-ownership scheme. However by December 1965 the Keystone Housing Society had pulled out from Park 3 West but were willing to proceed with a proposal to construct fifty houses on another site on a cost rental basis. This developed into Park 10 (though only ten houses were constructed).

AUTHENTICITY

The housing is in excellent condition and the landscaping is manicured to perfection.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR/3W/RES

Plan/Image:



Rapporteur/date: J Taylor June 2007

Name: Park 3

Variant: Park 3 West

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77184 75316

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun April 1966, first handover April 1968, completed February 1970

Designers/other key agents: Edinburgh Housing Research Unit (EHRU) under Robert Matthew in consultation with the Cumbernauld Development Corporation (CDC).

Original brief: Briefs were not set at the CDC in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. However at this particular site, seeing the architects were external, the CDC told the EHRU to “attempt to create more useable “living areas”, the provision of private open space for all houses, flats and maisonettes, and an eye on the future increase of domestic equipment”.¹

Overall plan/context (including x-ref to area fiche): Park 3 lies on the eastern most part of the land contained within the Kildrum Road, and is bounded by this road along one side. The other side of Park 3 meets Kildrum 2 (Kildrum Primary School) and Kildrum 17. The site is accessed by Ainslie Road and Maclehose Road. Park 3 consists of 11.5 acres that falls 50 feet from north to south.

Individual elements (including x-ref to sub-fiches): The site consists of terrace houses clad in timber with mono-pitched roofs and private gardens, and stepped blocks of flats marking the boundaries of Park 3 with the Kildrum Ring Road. The rectangular arrangement of the plan contrasts with the use made of changes in level. The irregular section of the variously sized flats stacked up around the perimeter of the site protects a variety of secluded public spaces.

The site provides accommodation for 792 people at 65-70 ppa. There are 53 four room houses (one double and two singles) and 44 four houses (two doubles and one single). The flats comprise of 36 three room flats (one double and one single), 36 four room flats (one double and

¹ CDC. “Minutes of the Cumbernauld Development Corporation General Meeting [CDC/_/62/M].” Cumbernauld: CDC, 11 October 1962

two singles), 18 four room flats (two double and one single) and 18 five room flats (two doubles and two singles).

The structure of the Park 3 housing consists of load bearing brickwork rendered externally with asbestos panels to the three-story blocks and timber cladding to the two storey blocks.

Development: Some windows were changed in 1968 when the internal accommodation was also in some buildings altered to provide eight bedroom houses. The windows were apparently not big enough for such a sized house. The balconies were vulnerable to water ingress with driving rain. The houses requested double glazing for their principle windows and this was noted by the CDC.

NOTES

Park 3 won the Saltire Society award for good housing in 1969, and a Civic Trust Commendation in 1971.

AUTHENTICITY

While the blocks of flats show a significant amount of external deterioration, the terrace houses appear well maintained. All are in original condition, the most change being made in the replacement of an old door with a new plastic one. The blocks of flats facing the Kildrum Ring Road appear almost derelict and most garages have missing or broken doors. The demolition of the three storey blocks is rumoured though as of April 2008 they are still inhabited. As elsewhere in Cumbernauld, the houses mostly all have new double glazed plastic windows and display a variety of modern doors.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

Saltire Award Winning Brochure

"Housing by Edinburgh University." *Architectural Review* 135, no. 803 (January 1964): 15.

CDC. "Minutes of the Cumbernauld Development Corporation General Meeting [CDC/_/62/M]."

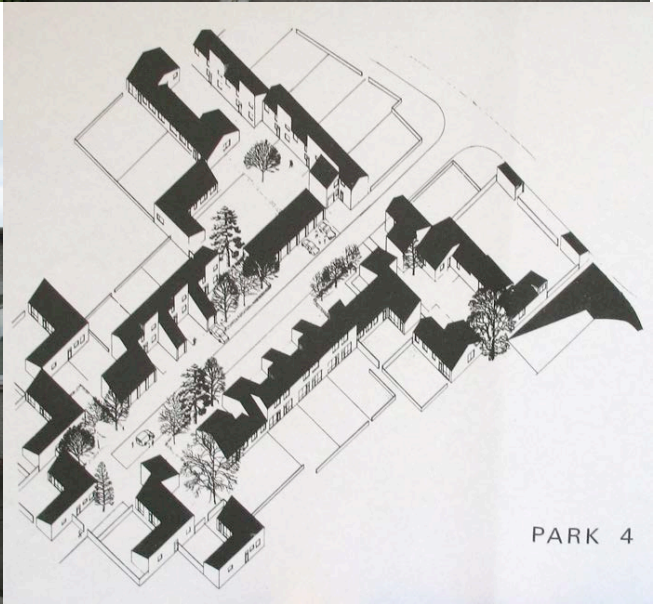
Cumbernauld: CDC, 11 October 1962

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR/4/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Park 4

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77238 75566

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Prototype: Completed July 1964

Phase 2: First handover December 1966, completed October 1967

Designers/other key agents: CDC Architects [Assistant Chief Architect G Callaghan, in succession to principal architect RA Barlow and Group Leader P Bailey], contractor for first phase Peter Johnstone, for second phase Atholl Houses.

Original brief: This site was built for owner occupation.

Overall plan/context (including x-ref to area fiche): Park 4 consists of 7 acres to the north east of the town, on a slope of 1 in 20 to the east, with views to the north. The grounds of Cumbernauld House, Park 7 and Park 8 border the site. The site is accessed by Meadow View.

Individual elements (including x-ref to sub-fiches): Park 4, built specifically for sale to the public, consists of terrace and patio houses which are tightly packed around mews like road access. The use of extended and broken mono-pitch roofs together with a limited range of construction materials has enabled extensions and alterations to be unobtrusively assimilated.

The first phase consists of two houses built by J B Bennett of Glasgow.

The second phase consists of twenty-three dwellings: four four-bedroom apartment patios, three five-apartment patios, fourteen five-apartment terraces and two six apartment terraces. Atholl Houses Ltd constructed this phase.

The structure of the Park 4 housing was of prefab timber frames at 6'18" centres and 6'8"x4' panels of 2" planks spanning between frames, concrete tiled roof. Three walls of load bearing brick, the fourth of prefab timber panels.

Development: This site was built in two phases. The first phase consisted of just two houses built by Peter Johnstone as a prototype and was completed in July 1964. The second phase consisted of a further 23 houses built by Atholl Houses and was completed in October 1967.

NOTES

Winner of the Saltire Society Good Housing Award in 1967.

The three bedroom houses were sold at £4450 and the four bedroom houses at £4950.

AUTHENTICITY

Park 4 housing is in excellent condition and the landscaping is manicured to perfection.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

"Park 4." *Architectural Review* 137, no. 815 (January 1965): 54.

Saltire Award Winning Brochure.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR/5/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Park 5

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77424 75468

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Various

Original brief: This site was built for owner occupation. No briefs the CDC sold the plots of land and the buyers were responsible for design and construction. There may have been guidelines as no house here breaks with the aesthetic of Cumbernauld, though there is no sign of this anywhere.

Overall plan/context (including x-ref to area fiche): Park 5 stretches part of the way along Glen View, lying outwith the Kildrum Road, bounded on one side by open woodland and the Glen, and on the other by Park 7, 6, 10 and 9.

Individual elements (including x-ref to sub-fiches): There are sixteen houses at Park 5, all detached apart from three sets of semi-detached, with either a garage or car-port, set in their own land. The housing types and styles vary, some are two storey pitched roof houses, some are stylishly white and modern, and others are brick bungalows.

Development: Unknown

NOTES

None

AUTHENTICITY

Park 5 housing is in excellent condition and the landscaping is manicured to perfection.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR/6/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Park 6

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77387 75525

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Various

Original brief: This site was built for owner occupation. No briefs the CDC sold the plots of land and the buyers were responsible for design and construction. There may have been guidelines as no house here breaks with the aesthetic of Cumbernauld, though there is no sign of this anywhere.

Overall plan/context (including x-ref to area fiche): Park 6 lies at the centre of the Park area and is accessed by Glen View and Meadow View.

Individual elements (including x-ref to sub-fiches): All houses in Park 6 are detached apart from two that are semi-detached, with either a garage or car-port, set in their own land. The housing types and styles vary, some are two storey pitched roof houses, and others are brick bungalows.

Development: This site was built in two phases. The first phase was started in April 1965 and completed in October 1966. The second phase was begun in June 1965 and completed in April 1966.

NOTES

None

AUTHENTICITY

Park 6 housing is in excellent condition and the landscaping is manicured to perfection.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR/7/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Park 7

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77289 75431

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1970c

Designers/other key agents: Architects of the Pardovan Property Development Co Ltd

Original brief: This site was built for owner occupation. No briefs the CDC sold the plots of land and the buyers were responsible for design and construction. There may have been guidelines as no house here breaks with the aesthetic of Cumbernauld, though there is no sign of this anywhere.

Overall plan/context (including x-ref to area fiche): Park 7 is bounded by Park 4, 6, 5 and 10, and the Kildrum road to the south west. The site can be accessed by Meadow View, Glen View and Forest View.

Individual elements (including x-ref to sub-fiches): There are twenty-three dwellings in Park 7, all of which were are part of a layout plan submitted by James Harrison & Co (Builders) Ltd on behalf of their client, the Pardovan Property Development Co Ltd. They were initially approved in 1970c subject to certain information. Each house is two storeys with a steeply pitched roof. The gables are timber clad and the rest of the construction has been rendered externally. Some are completely detached with connecting garages, others are connected by the garages forming a zig-zap layout.

Development: Unknown

NOTES

None

AUTHENTICITY

The housing is in excellent condition and the landscaping is manicured to perfection.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/PAR/8&9/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Park 8 and 9

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 77354 75578

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1970c

Designers/other key agents: Various

Original brief: This site was built for owner occupation. No briefs as the CDC sold the plots of land and the buyers were responsible for design and construction. There may have been guidelines as no house here breaks with the aesthetic of Cumbernauld, though there is no sign of this anywhere.

Overall plan/context (including x-ref to area fiche): Park 8 and 9 consist of the northern most boundary of the cluster of the smaller Park sites lying outside the Kildrum Road. Park 8 and 9 are accessed by Meadow View and Glen View.

Individual elements (including x-ref to sub-fiches): Park 8 and 9 together have ten private plots which were sold off by the Cumbernauld Development Corporation and developed by the buyer. Several CDC staff architects took advantage of this opportunity.

Development: Unknown

NOTES

None

AUTHENTICITY

The housing is in excellent condition and the landscaping is manicured to perfection.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/URB

Plan/Image:

Rapporteur/date: J Taylor, April 2008

Name: Ravenswood

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75133 74073

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Mid-1960s to early 1970s

Designers/other key agents: CDC architects (for the overall layout, housing and other buildings), Dunbarton County Council and others.

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Ravenswood is part of the north side of Cumbernauld along with Seafar and Muirhead. Ravenswood lies to the west side of this section. The area is split in two by the Seafar Road. Other roads that help navigate Ravenswood are Dowanfield Road, Liddel Road, MacTaggart Road, McGregor Road, Berryhill Road, Westray Road, Arran Drive, Tiree Road, Tiree Court, Tiree Drive, Skye Court and Skye Road. The site has some rolling hills.

Individual elements (including x-ref to sub-fiches): Ravenswood comprises of several sections of housing, two schools, a church and an assortment of smaller buildings.

URB/SCO/CNT/RAV/1/RES
URB/SCO/CNT/RAV/2/EDC
URB/SCO/CNT/RAV/2/COM
URB/SCO/CNT/RAV/5/RES/1
URB/SCO/CNT/RAV//5/RES/2 (Children's Home)
URB/SCO/CNT/RAV/5/REL
URB/SCO/CNT/RAV/10/RES
URB/SCO/CNT/RAV/10/REC
URB/SCO/CNT/RAV/11/EDC

Ravenswood is a well maintained and well thought of area. The area is successful, seen in the maintenance and lack of vacant dwellings.

Development: The site developed in no particular order.

NOTES

None

AUTHENTICITY

REFERENCES

Bibliography

CDC. "Ravenswood 1 Muirhead 3." *LGP/5/59/P* (1959).

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/1/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Ravenswood 1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75185 74519

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Point Blocks: Begun October 1964, first handover January 1966, completed May 1966
Split levels: Begun April 1967, first handover May 1968, completed January 1969

Designers/other key agents: CDC architects, contractor for point blocks Laidlaw, contractor for split levels J B Bennett

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Ravenswood 1 lies outside the Seafar Road, with some flat land which slopes down to the north west and south west. The site is accessed by Berryhill Road.

Individual elements (including x-ref to sub-fiches): Ravenswood 1 comprises of three 34 metres tower blocks, Campbell House, Graham House and Wallace House, and 99 split level houses for the less flat ground. The split level houses provide 71 three apartment terraces, 8 four apartment terraces, 16 two apartment flats and 4 three apartment flats. The tower blocks provide 135 dwellings in the form of 135 three apartment flats. The split-levels were constructed by JB Bennett (Glasgow) and the tower blocks by James Laidlaw & Sons Ltd.

Development: The three point blocks were erected first, followed by the split-level houses, creating an interesting mixed development townscape.

NOTES

None

AUTHENTICITY

Ravenswood 1 appears to be in good condition with only minimum superficial deterioration.

REFERENCES

Bibliography

CDC. "Ravenswood 1 Muirhead 3." *LGP/5/59/P* (1959).

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/10/REC

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Ravenswood 10 Community Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75276 74030

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown, perhaps completed at the same time as the surrounding housing (completed 1972)

Designers/other key agents: Unknown, either CDC or the architectural firm for the surrounding housing, Hugh Wilson and Lewis Womersley

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): Ravenswood 10 lies to the west of the town, bounded to the south by the Glasgow Road to the south, Seafar Road to the east, and open space to the west. There are also two schools, Our Lady's Secondary School and the primary school at Ravenswood 11. The community centre lies at the end of a terrace on Westray Court.

Individual elements (including x-ref to sub-fiches): The community centre is a simple two-storey yellow brick structure with a pitched roof. There is an external timber staircase to the south gable.

Development: Unknown

NOTES

None

AUTHENTICITY

Still in use, signs of superficial deterioration.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/10/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Ravenswood 10

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 74876 73739

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August/September 1968, first handover October 1969, completed March 1972

Designers/other key agents: Hugh Wilson and Lewis Womersley [with JS Wood], contractor J B Bennett

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. This site was not designed by the staff of the Cumbernauld Development Corporation

Overall plan/context (including x-ref to area fiche): Ravenswood 1 lies to the west of the town, bounded to the south by the Glasgow Road to the south, Seafar Road to the east, and open space to the west. There are also two schools, Our Lady's Secondary School and the primary school at Ravenswood 11.

Individual elements (including x-ref to sub-fiches): The housing of Ravenswood 10 is very varied, the slope having been taken advantage of by the Chief Architecture and Planning Officer in creating differing building heights. There are modulated blocks of flats towards the boundary with the main road, terraces, split level and patio houses. There are 461 dwellings all together. The contractor for the site was W Bennett.

Development: Cumbernauld's housing ethos developed partly as a reaction against the Mark 1 towns and partly as a result of changes in architectural thought. It was felt that higher density was required if a feeling of 'urbanity', and thus community, was to be generated.

NOTES

Winner of the Saltire Society Award for good housing in 1970.

AUTHENTICITY

In excellent condition with well maintain landscape apart from the occasional graffiti tag, but none on the houses.

REFERENCES

Bibliography

Saltire Award Winning Brochure

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/11/EDC

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Ravenswood 11

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75066 73765

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1976

Designers/other key agents: Unknown

Original brief: School buildings in the New Town were the responsibility of and commissioned by Dunbarton County Council. The brief set is unknown.

Overall plan/context (including x-ref to area fiche): Ravenswood 11 lies nestled between Ravenswood 10 and the Seafar Road/Glasgow Road junction. Tiree Road accesses the school.

Individual elements (including x-ref to sub-fiches): The school is a single storey concrete flat roof structure with a yard, all fenced in. The building has timber fascia now painted black, horizontal windows and is rendered. Crudens Ltd constructed the building.

Development: Unknown

NOTES

None

AUTHENTICITY

Ravenswood 11 is still in use and appears in good condition.

REFERENCES

Bibliography

North Lanarkshire Website

<http://www.northlan.gov.uk/education+and+learning/schools/primary/ravenswood+primary.html>

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/2/EDC

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Ravenswood 2

Variant: Our Lady's Girls' High School (Our Lady's Secondary School)

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75028 74141

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Site work was to start 1963, completion after two years, though not completed until 1968, and the extension was completed 1974

Designers/other key agents: Gillespie Kidd and Coia

Original brief: Schools in the new town were commissioned by the Dunbarton County Council Education Committee. The actual brief set is unknown.

Overall plan/context (including x-ref to area fiche): Our Lady's Secondary School is set to the edge of Ravenswood and Seafar on a 9 acre site, backed to the north by mature woodland and separated from Ravenswood to the east by a small park. The school is accessed by Island Road and Dowanfield Road.

Individual elements (including x-ref to sub-fiches): Our Lady's Secondary School has a metal frame, marked concrete, metal cladding, though in 1963 the cladding was to be precast concrete panels with lightweight block back up. There is a concrete walkway to the first floor entrance set at an angle to the building, oversailing the ground on pilotis. The fenestration is horizontally orientated. The gables are splayed, and three concrete panels are irregularly placed within principal elevation to the ground floor. The school was ultimately for 810 girls, but to provide for both girls and boys until the population was great enough.

Development: Gillespie Kidd and Coia also did the extension in 1970s. A four storey rectangular plan building on falling ground, with square roof block, slightly projecting third floor.

NOTES

Listed Category 'B' in 2000. The original building was estimated to cost £425,000

AUTHENTICITY

Renovation work was commenced in 2007 by Cullen, Lochhead and Brown Architects.

REFERENCES

Bibliography

"Secondary School, Cumbernauld." *Architectural Review* 133 (June-July 1963).

"Project for Our Lady Girls' High School, Cumbernauld; Architects: Gillespie, Kidd & Coia." *Architectural Design* (June 1964): 279-80.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/2/COM

Plan/Image:



Rapporteur/date: Jessica Taylor, August 2008

Name: Kingfisher Pub

Variant: Ravenswood 2 Pub

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75137 74382

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Kingfisher pub is located just north of the Dowanfield Road. To the north of the building is woodland which separates this from the housing of Ravenswood 1, and to the south is the open park land in the centre of this pub, the High School and Ravenswood 5. There is a small car park that runs south of the pub provided for patrons.

Individual elements (including x-ref to sub-fiches): The kingfisher is a modern building in the style of an American post-modern fast-food venue as there is a flat roofed rectangular main building with an entrance extension to the south-west with superficial tiled roofs to this part only.

Development: Unknown

NOTES

None

AUTHENTICITY

A new pub and still in good condition.

REFERENCES

Bibliography

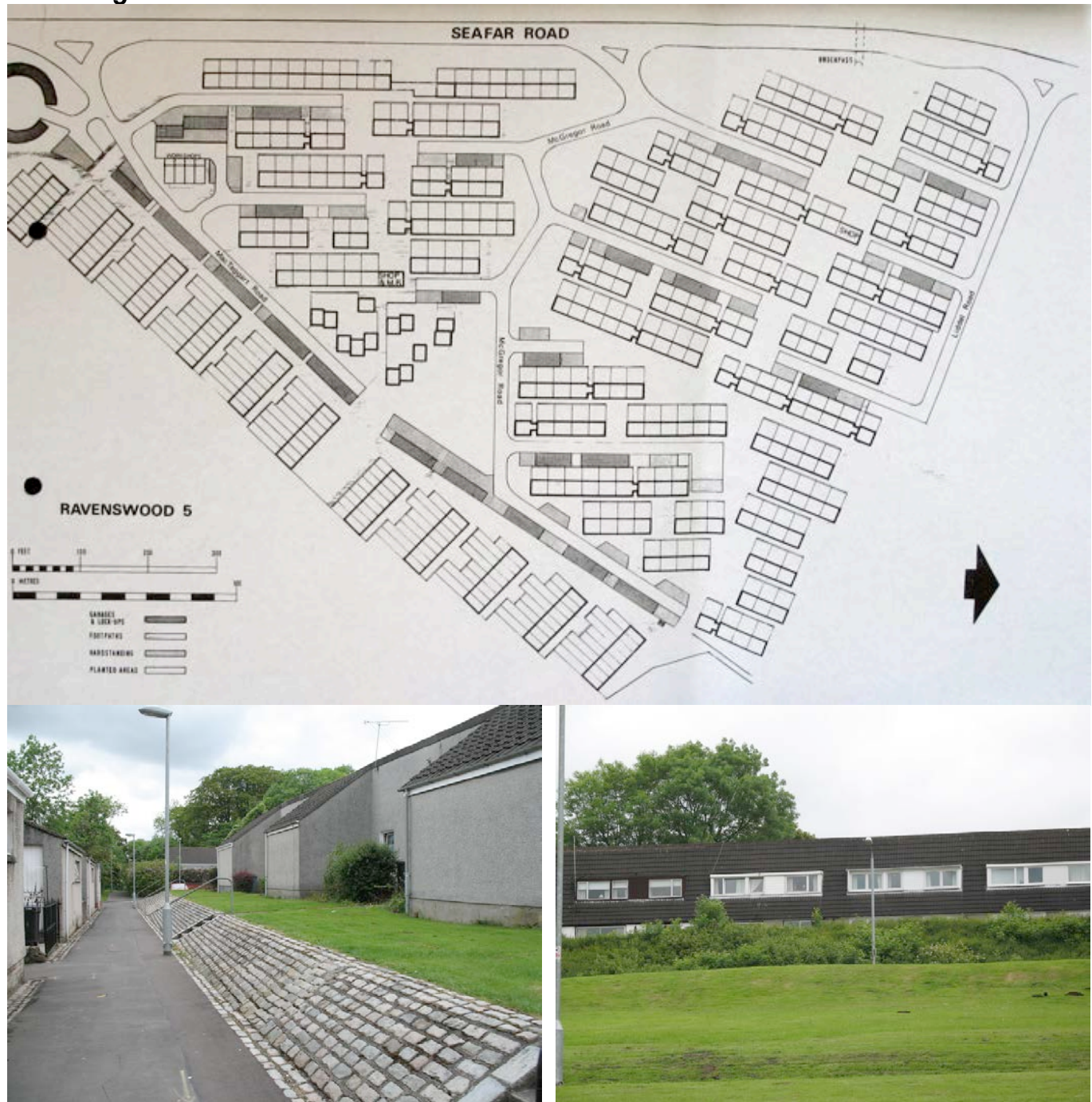
None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref. URB/SCO/CNT/RAV/5/RES/1

Plan/Image:





Rapporteur/date: J Taylor, July 2007

Name: Ravenswood 5

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75312 74118

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun Spring 1963, first handover February 1965, completed September 1966

Designers/other key agents: CDC architects, contractor Weir Housing

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The site of Ravenswood 5 occupied 19 acres north west of the town, with slopes to the west of 1 in 6 to 1 in 12. MacTaggart Road, McGregor Road and Liddel Road access the site.

Individual elements (including x-ref to sub-fiches): Ravenswood 5 housing consists of terraces of two storey houses with asymmetrical pitched roofs which run along the length of the slope as to not overlook and add the maximum of privacy. Some terraces have a continuous line of dormers on the longer pitch of the roof. Garages are in lowered forecourts next to each road and though open these have a simple covering. There are 344 dwellings in the form of split level terrace houses and ten rows of eight three-storey terraced houses as developed for Carbrain 9, all with flat roofs and timber cladding along the south border of the area. The living rooms face the gardens on the first or ground floor depending on the position. There are some three storey and four storey houses to the south east. The two storey houses are built traditionally, the three storey houses have cross walls with flat roofs. The site accommodates 1662 people, but there are discrepancies with the densities written, one at 82.8ppa (technical brochure), another as 95ppa (AR), and calculations taking 1662 persons in 19 acres makes 87.7ppa.

The actual accommodation can be broken down thus:

13 two apartment terraces
217 four apartment terraces
113 five apartment terraces

Two shops are located at the end of terraces and play spaces for children are located within the park accessed easily by an underpass.

Development: Unknown

NOTES

There is some new building taking place towards the perimeter of Ravenswood 5. These houses were put for sale in 1971.

AUTHENTICITY

The site is in relatively good condition showing little deterioration with several new retirement flats running along Liddel Road.

REFERENCES

Bibliography

CDC. "Cumbernauld Technical Brochure." 1960-1970.

"Ravenswood 5." *Architectural Review* 137, no. 815 (January 1965): 54.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/5/RES/2

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Ravenswood 5 Children's Home

Variant: Quarrior's Residential Home

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 775334 74054

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC architects

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The site of Ravenswood 5 occupied 19 acres north west of the town, with slopes to the west of 1 in 6 to 1 in 12. MacTaggart Road, McGregor Road and Liddel Road access the site. The home lies at the junction of McGregor Road and McTaggart Road on a small triangle of land providing garden to the front and the rear.

Individual elements (including x-ref to sub-fiches): The home is a two-storey unmatched pitched roof. The wall space exposed by the shift in the two halves is timber clad.

Development: Unknown

NOTES

None

AUTHENTICITY

The site is undergoing construction work. It is unclear what the future purpose of the building will be.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/RAV/5/REL

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Ravenswood 5 Church

Variant: Jehovah's Witnesses Kingdom Hall

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 1JB

NGR: NS 75364 74286

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): The site of Ravenswood 5 occupied 19 acres north west of the town, with slopes to the west of 1 in 6 to 1 in 12. MacTaggart Road, McGregor Road and Liddel Road access the site. The Church lies to the north of the site.

Individual elements (including x-ref to sub-fiches): The Kingdom Hall is a simple single storey brick structure square in plan with a timber fascia painted white around roof level. There are a row of separated windows along the west facing wall.

Development: Unknown

NOTES

None

AUTHENTICITY

No signs of serious deterioration.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/8/EDC

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Seafar 8

Variant: St Mary's Primary and Nursery Cumbernauld

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75328 74395

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened August 1968

Designers/other key agents: Dunbarton County Council

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were commissioned by Dunbarton County Council and not the responsibility, in construction, of the CDC.

Overall plan/context (including x-ref to area fiche): The Seafar 7 site sits to the west of the town centre, just north of Ravenswood 5. The site slopes to the north slightly and is accessed by Liddel Road.

Individual elements (including x-ref to sub-fiches): The school and nursery consist of a mainly single storey square plan structure, surrounded and connected to on two sides by a taller building, also single storey. The buildings are brick, and plastered in some parts and painted a cream. There is a timber fascia painted a dark brown, and also timber aprons to some of the windows. The windows to the taller buildings are full height, the bottom row of panes blocked out to avoid distraction from the schoolyard. There is one tall chimney.

Development: Unknown

NOTES

None

AUTHENTICITY

No obvious alterations and still in use.

REFERENCES

Bibliography

North Lanarkshire Website [www.northlan.gov.uk]

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/URB

Plan/Image:

Rapporteur/date: J Taylor, April 2008

Name: Seafar

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75704 74817

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Early 1960s to the mid 1960s

Designers/other key agents: CDC architects (for the overall layout, housing and other buildings), Dunbarton County Council and others.

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Seafar is part of the north side of Cumbernauld along with Muirhead and Ravenswood. The area is divided by the Seafar Road, one side lying between this road and the town centre, the other between the road and the woodland to the north. The site slopes gradually down to the south until just past the Seafar Road where the ground slopes more steeply down to the north.

Individual elements (including x-ref to sub-fiches): Ravenswood comprises of several sections of housing, two schools, a church and an assortment of smaller buildings.

URB/SCO/CNT/SEA/1/RES
URB/SCO/CNT/SEA/1/IND&ADM
URB/SCO/CNT/SEA/2/RES
URB/SCO/CNT/SEA/2/COM
URB/SCO/CNT/SEA/3/RES
URB/SCO/CNT/SEA/4/RES
URB/SCO/CNT/SEA/5/RES
URB/SCO/CNT/SEA/6/REL
URB/SCO/CNT/SEA/7/EDC [RES]
URB/SCO/CNT/SEA/8/EDC

Several housing types were developed for the layout at Seafar and then used elsewhere in Cumbernauld and Scotland (the split-level types of Seafar 2 specifically). The area also contains a flatted factory (URB/SCO/CNT/SEA/1/IND&ADM) which was one of the only direct attempts at mixing employment through the residential areas. Seafar is well-maintained and picturesque, with clear views to the north and delightful landscaping within.

Development: The site developed in no particular order.

NOTES

None

AUTHENTICITY

Seafar is a well-maintained and well thought of area. The area is successful, seen in the maintenance and lack of vacant dwellings, and contains one of the most picturesque and well-known areas of all in Cumbernauld (Seafar 2).

REFERENCES

Bibliography

- CDC. "Cumbernauld Technical Brochure." 1960-1970.
CDC. "Seafar 1 Housing Site."
North Lanarkshire Website [www.northlan.gov.uk]
Opher, Philip and Clinton Bird. *Architecture and Urban Design in Six British New Towns*. Oxford: Urban Design, Oxford Polytechnic, 1981.
Saltire Award Winning Brochure.
"Seafar 2." *Architectural Review* 135, no. 804 (February 1964): 96.
"Seafar 2." *Architectural Review* 129, no. 767 (January 1961): 31.
Wilson, Hugh. "Hill-Top Living: Housing at Cumbernauld New Town." *Architectural Review* 135, no. 803 (January 1964).

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/RES&REL/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Seafar House

Variant: Seafar Hostel

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75995 75143 [Christian Centre NS 76064 75186]

Typology: RES & REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The complex of buildings that makes up Seafar House lies to the north of the Seafar Road between Seafar and Muirhead. To the north of the buildings is woodland which slopes down to the north.

Individual elements (including x-ref to sub-fiches): The residential part of the Seafar Hotel consists of a four-storey flat roof dorm structure harled grey with coloured aprons to each window. The sections are joined by slightly taller towers clad with patina covered metal. To the north are two single-storey structures, one flat roofed for reception, the other white with a pyramidal roof containing the River Café and Bookshop. To the east there is a two tone shed rising to the level of the four-storey residential section though without any windows. This is the Cumbernauld Christian Centre, Seafar Hotel. Further to the north of the complex down a small hill there was once an inn, as indicated on maps. This no longer exists, and instead there is an unused car park.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

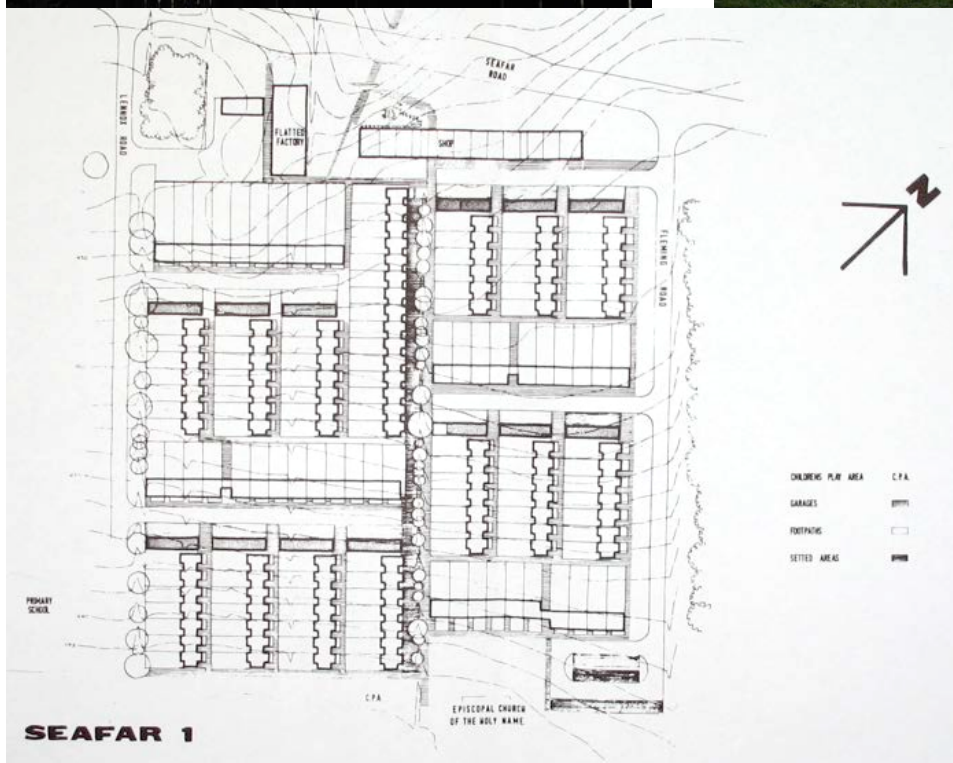
Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/1/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Seafar 1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75801 74770

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Houses: Begun April 1960, first handover March 1961, completed March 1962
Maisonettes: Begun April 1961, first handover January 1965, completed March 1965

Designers/other key agents: CDC, contractor Atholl Houses

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Seafar 1 is a rectangular site located between the Seafar Road and the town centre. There are tree belts to the north east and south west. A line of trees bisects the site from the north west to south west. There is a primary school to the south at Seafar 7, and Hugh Wilson's church to the south east at Seafar 6. Lennox Road and Fleming Road access the site.

Individual elements (including x-ref to sub-fiches): Seafar 1 housing consists of rows of small, two storey family houses with copper roofs at a similar slope to the gentle northward ground slope, 146 dwellings altogether. The rows are centred along a wide pedestrian path under a line of mature trees linking the town centre with the northside housing. The houses are designed to step across contours, and their position, and the below described blocks, are determined by sunlight.

One four storey slab block defines the northern boundary with Seafar road. This block has a south facing balcony. The block is of the interlocking type providing maximum privacy for the individual dwelling. The maisonettes are entered by the spacious access balcony to the south at the level of the dining and kitchen areas. From the hall by these rooms can be accessed by a staircase to the upper and lower floors with living areas facing south, two bedrooms and a bathroom. At the ground level is found a single bedroom flat, drying room and shop. There is footpath access under the pend. The maisonettes provide thirty dwellings.

There is also, further east along the Seafar Road, a three storey flatted block/factory to provide some small employment amongst the houses.

Among the houses can be found a children's play area and a pub.

Development: Cumbernauld's housing ethos developed partly as a reaction against the Mark 1 towns and partly as a result of changes in architectural thought. It was felt that higher density was required if a feeling of 'urbanity', and thus community, was to be generated.

NOTES

Winner of the Saltire Society Good Housing Award in 1961.

AUTHENTICITY

While the two storey dwellings on this site are in relatively good condition with minimal superficial deterioration, the block of flats on the boundary with Seafar Road are in a poor state especially to the ground floor which is surprising as to the ground floor there is a shop and also a pend which provides access from several parts of north Seafar to the Town Centre.

REFERENCES

Bibliography

Saltire Society Good Housing Award Brochure.

CDC. "Cumbernauld Technical Brochure." 1960-1970.

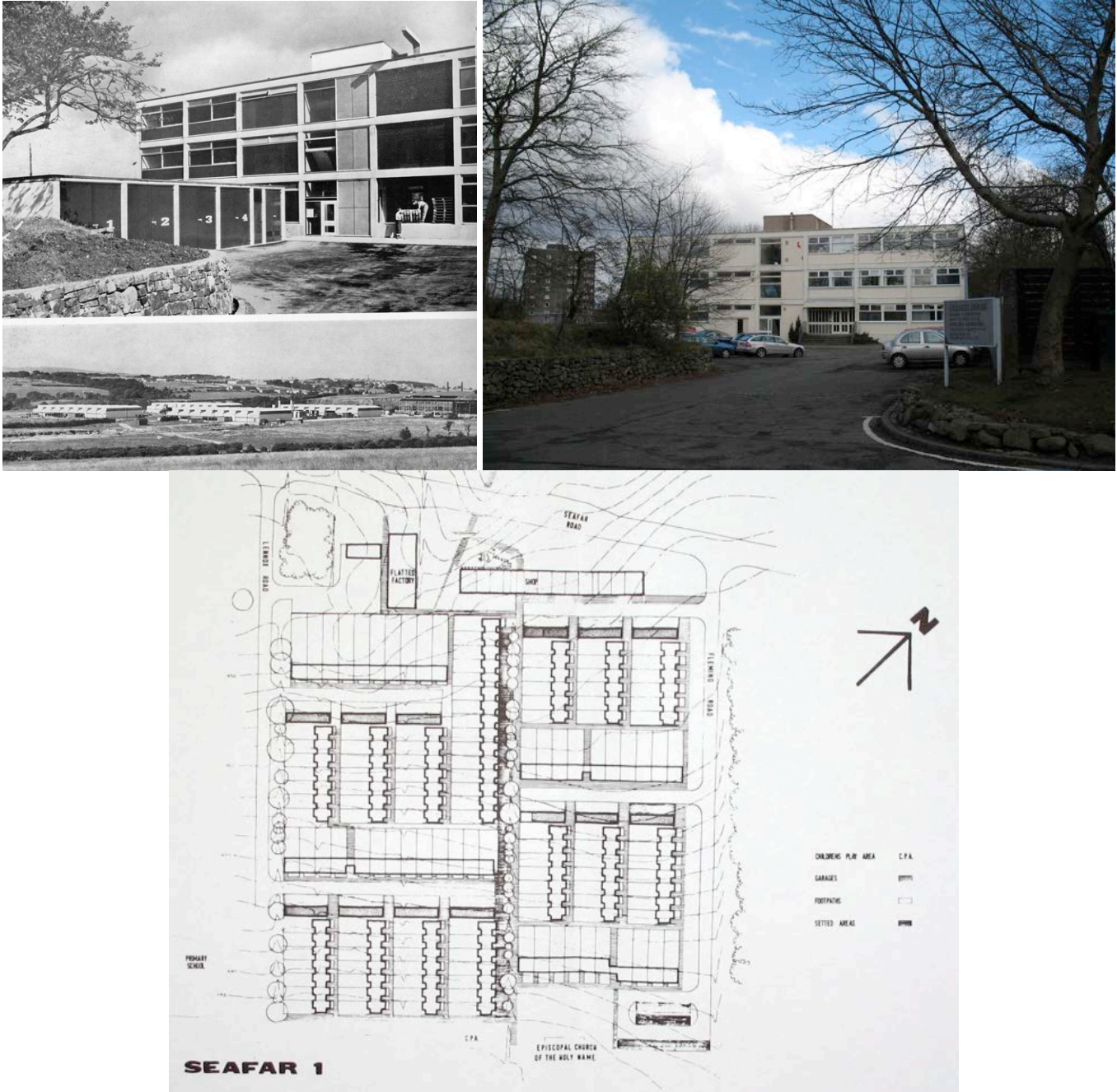
CDC. "Seafar 1 Housing Site."

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/1/IND

Plan/Image:



(first black and white image taken from an undated Industrial brochure published by the CDC and designed by Albert Brebner; second image by the rapporteur; third image from the CDC Technical Brochure)

Rapporteur/date: J Taylor, April 2008

Name: Seafar 1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75691 74807

Typology: IND

Protection/date: None

HISTORY/DESCRIPTION

Dates: Proposed completion 1961

Designers/other key agents: CDC

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Seafar 1 is a rectangular site located between the Seafar Road and the town centre. There are tree belts to the north east and south west. A line of trees bisects the site from the north west to south west. There is a primary school to the south at Seafar 7, and Hugh Wilson's church to the south east at Seafar 6. Lennox Road and Fleming Road access the site.

Individual elements (including x-ref to sub-fiches): A three storey flatted block/factory to provide some small employment amongst the houses.

Development: Unknown, presumably the flatted factory was built at the same time as the housing of Seafar 1.

NOTES

None

AUTHENTICITY

Still in use as office space, well maintained. Minor alterations have taken place to the exterior since being built, obvious when comparing the photographs above.

REFERENCES

Bibliography

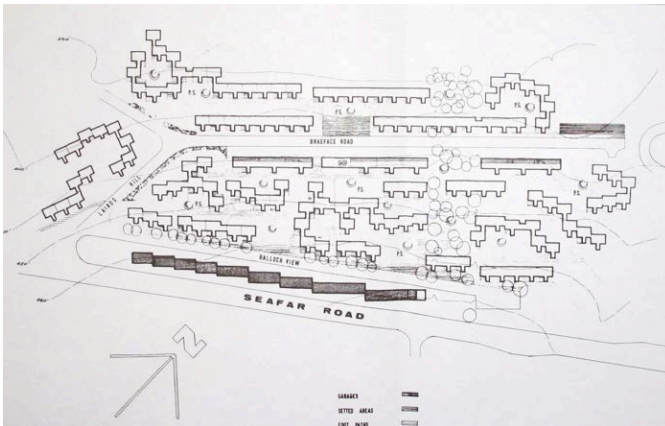
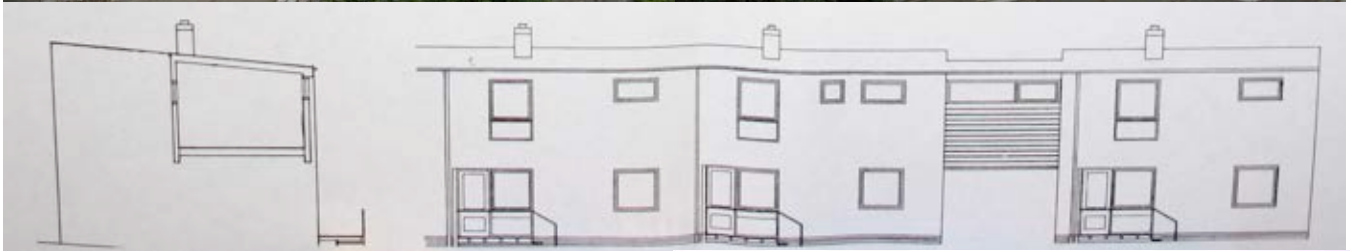
CDC. "Cumbernauld Technical Brochure." 1960-1970.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/2/RES &COM

Plan/Image:



Diagrams from CDC. "Cumbernauld Technical Brochure." 1960-1970. Photographs by rapporteur.

Rapporteur/date: Jessica Taylor, June 2007

Name: Seafar 2

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75558 74840

Typology: RES & COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover March 1962, completed December 1963

Designers/other key agents: CDC, contractor Atholl Houses

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The Seafar 2, 3.5 hectare site lies to the north of the Seafar Road, to the north of which is the Wood. Lairds Hill, Balloch View and Braeface Road access the site. The sites has slopes of 1 in 7.

Individual elements (including x-ref to sub-fiches): The vast majority of houses in Seafar 2 (127 out of 143) are 2-storey split level dwellings. The two storey split level houses have an area 70.5 square metres of space. A pend study/bedroom increases the area of seven houses to 77.5 square metres providing five bedspaces. Nine terrace houses over garages each provide four bedspaces in 66.64 square metres. The roof slopes run parallel to the ground and each has its living room on the ground floor with large windows to take advantage of the views. The roofs being visually linked down the slope, an excellent feature in such an exposed site, create small sheltered spaces. These slopes also provide the maximum of sunlight. Diagonal stepped ramps and contour paths link these spaces, the whole forming 143 homes at 41.1 houses/ha accommodating 166 bedspaces/ha (55.6ppa). The houses are informal groups, ground between paved and planted to provide pedestrian route and play spaces to ensure privacy to ground floor windows.

There are no private gardens. The site accommodates 166 bedspaces per hectare at 41.1 houses per hectare.

One of the houses, number 53 Braeface Road, was used as a local shop for a period. According to plans, 53 was intended to be different from the houses as it is longer than the other houses in the terrace. It can be supposed therefore that 53 Braeface Road was intended to be a shop or office.

Development: Seafar 2 developed along the lines of needing to turn a problem site to advantage, providing imaginative housing designs and a pleasant environment for those living there.

NOTES

Seafar 2 won a Saltire Society Good Housing Award 1963. The Seafar 2 houses provide the first use of the split level house in Cumbernauld, and perhaps at all. The site was put for sale in 1971.

According to plans, 53 Braeface Road (used as a shop and now a hair salon called Sudio 53) was intended to be different from the houses as it is longer than the other houses in the terrace. It can be supposed therefore that 53 Braeface Road was intended to be a shop or office. Hugh Wilson's practice with Womersley also worked out of Seafar 2 so a number of the units had uses other than residential.

AUTHENTICITY

Excellent condition, well maintained areas in terms of structural fabric and landscaping.

REFERENCES

Bibliography

Wilson, Hugh. "Hill-Top Living: Housing at Cumbernauld New Town." *Architectural Review* 135, no. 803 (January 1964).

Saltire Award Winning Brochure.

CDC. "Cumbernauld Technical Brochure." 1960-1970.

"Seafar 2." *Architectural Review* 135, no. 804 (February 1964): 96.

"Seafar 2." *Architectural Review* 129, no. 767 (January 1961): 31.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/3/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Seafar 3

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75649 74988

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun June 1964, first handover June 1965, completed December 1965

Designers/other key agents: CDC, Structural Engineer, Ove Arup, contractor Laidlaw

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Seafar 3 is a small site that lies to the north of the Seafar Road bordered on one side by Seafar 2 and the other by a belt of mature trees. On the south the site is met by the Seafar Road. Access to the site is gained by the Allanfauld Road.

Individual elements (including x-ref to sub-fiches): Seafar 3 comprises of three tower blocks containing a total of 135 dwellings, 22 two apartment flats and 113 three apartment flats. The three blocks are Bruce House, Douglas House and Buchan House, each of 34 metres in height. The Bison wall frame System was used, as it would lead to considerable savings. There are several groups of garages placed around the blocks.

Development: Unknown

NOTES

Multi-storey flats were marketed as executive flats, being described as being more expensive than some other dwellings. They were let to young professionals for example film makers from the BBC.

Each of these blocks has a concrete panel designed and created by Cumbernauld's new town artist Brian Miller.

AUTHENTICITY

The blocks have been poorly maintained. There was talk of investment to refurbish the flats but so far nothing has been definitively announced or followed through.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/4/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Seafar 4

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75343 74653

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August 1961, first handover December 1962, completed November 1963

Designers/other key agents: CDC, contractor Atholl Houses

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Seafar 4 lies to the north of the Seafar Road, nestled between the housing of Seafar 1 and Seafar 2. The site is relatively flat between the Garrell Way and Berryhill Road, north of which the ground slopes off steeply (this slope is part of Seafar 1). The site is accessed by Lairds Hill and Braeface Road.

Individual elements (including x-ref to sub-fiches): On the gentler slopes are stepped terraces of the Muirhead 4 type, with gardens and minimum overlook. On the steepest are of the site below the lower road are split level houses without gardens. All together there are 48 houses. The contractor for the site was Atholl Houses Ltd.

Development: Unknown

NOTES

None

AUTHENTICITY

Excellent condition, well maintained areas in terms of structural fabric and landscaping.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/5/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Seafar 5

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75621 74702

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August 1960, first handover March 1962, completed October 1962

Designers/other key agents: CDC, contractor Atholl Houses

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Seafar 5 lies to the south of the Seafar Road, bordered by this, the Government Offices, Seafar 1 and the school yard of Seafar 7 Primary School. Lennox Road and Fergusson Road access the site.

Individual elements (including x-ref to sub-fiches): Seafar 5 comprises completely of housing of the variety seen at Muirhead 1, 3 and 4 and Seafar 4. The site consists of 76 of these two storey single aspect terraces with private gardens. The houses have asymmetrical roofs providing minimal overlook in dense layouts. The footpaths cut through the rows of houses under pends, which provide extra bedrooms to those specific houses.

Development: Unknown

NOTES

None

AUTHENTICITY

Excellent condition, well maintained areas in terms of structural fabric and landscaping.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/6/REL

Plan/Image:



Rapporteur/date: Jessica Taylor, July 2007

Name: Seafar 6

Variant: Holy Name Scottish Episcopal Church

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75891 74734

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1958

Designers/other key agents: Hugh Wilson

Original brief: Seafar stretches along the north slope of the hill, bounded to the south by the Town Centre, to the east by Muirhead and to the west by Ravenswood.

Overall plan/context (including x-ref to area fiche): The Seafar 6 site occupies a small wooded plot to the south east of the Seafar 1 housing site, a footpath to the south of which directly accesses, after a small wooded area, the town centre.

Individual elements (including x-ref to sub-fiches): Seafar 6 is the location of a yellow brick church with asymmetrical sloped roofs delineating separate interior areas. The church proper has highest roof height and meets the other roof in a valley at the centre. The church proper is lit by a triangular window to the south with wooden slatted bars. The bell tower to the front does not exceed the height of the shorter building.

To the east of the church is the Reformed Mission Hall, a small single storey brick building with a pitched roof that was added at a later date.

Development: Unknown

NOTES

Using the roof as an instrument the architect has broken up the interior space in a way walls would usually be used creating not only the interior layout but also an interesting shape to find well placed within the natural landscape.

AUTHENTICITY

External walls have been sporadically repainted in places due to graffiti, not always using the correct colour. Interior unseen.

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SEA/7/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Seafar 7

Variant: Formerly Seafar Primary School

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75690 74620

Typology: RES [formerly EDC]

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Boswell, Mitchell & Johnston for the Primary School

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal. Schools were

Overall plan/context (including x-ref to area fiche): Seafar 7 is a small plot that occupies ground between the Seafar Road and the town centre. One of the main footpaths from Seafar passes Seafar 7 to access the town centre. Lennox Road accesses the site.

Individual elements (including x-ref to sub-fiches): The original primary school building no longer exists, and there are no photographs found as of yet. Currently on Seafar 7 exists Campsie Gardens, a sheltered housing scheme with resident management staff and community alarm service. The buildings, opened in 2004, are of red brick and harling, and are contained within a boundary short wall.

Development: The Seafar Primary School was completed at some point in the 1960s. At some point between then and 2003 the school was demolished, making way for the current use of the site for sheltered accommodation.

NOTES

None

AUTHENTICITY

External walls have been sporadically repainted in places due to graffiti, not always in correct colour. Interior unseen.

REFERENCES

Bibliography

None to April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/URB

Plan/Image:

Rapporteur/date: J Taylor, August 2008

Name: South Carbrain

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76747 74206

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC and

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site.

Individual elements (including x-ref to sub-fiches): The South Carbrain area is mostly industrial, but contains a small variety of other uses. The site is home to the TA Centre, the Telephone Exchange, a Garage, the old Burroughs' Club, a café and a variety of prefabricated industrial units.

URB/SCO/CNT/SCAR/PUB [Telephone Exchange]

URB/SCO/CNT/SCAR/DEF [TA Centre]
URB/SCO/CNT/SCAR/TRC/1 [Garage]
URB/SCO/CNT/SCAR/TRC/2 [Bus Depot]
URB/SCO/CNT/SCAR/REC [Club]
URB/SCO/CNT/SCAR/COM [Café]
URB/SCO/CNT/SCAR/IND [Industry]

South Carbrain does not have any unifying features and is more an agglomeration of individual buildings than an organised and planned area.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations.

REFERENCES

Bibliography: None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Asda

Variant: 1 Tryst Way

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76330 74817

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Asda Supermarket lies to the north-east end of the town centre, bounded by the three roads of Lye Brae, North Carbrain Road and Central Way. The Asda parking lot is accessed from the Tryst Road, and on foot easily by a subway attaching Carbrain 5.

Individual elements (including x-ref to sub-fiches): The Asda building is a modern shopping shed lying low to the ground. The building has a very low barrel roof. To the south-west is a large parking lot, and to the south-west of this there is an Asda Petrol Station.

Development: Unknown

NOTES

None

AUTHENTICITY

A relatively new building and in excellent condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/IND/2

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Beatson's Trading Supplies Ltd.

Variant: 2 Glencryan Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76630 74087

Typology: IND/COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site. The centre lies south of the Glencryan Road.

Individual elements (including x-ref to sub-fiches): The centre is a large single-storey shed with a very low pitch-roof. The building is painted white, and is surrounded by car parking.

Development: Unknown

NOTES

None

AUTHENTICITY

No signs of alterations, no obvious signs of serious deterioration.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/3

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: 2 South Muirhead Road/2, 4, and 6 South Muirhead Court

Variant: Blockbuster, Domino's and Indigo Sun Tanning Salon

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76081 74781

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The building lies at the south-western end of the South Muirhead Road, between this road and the Central Way.

Individual elements (including x-ref to sub-fiches): 2 South Muirhead Road is a small square building split into three sections, the largest occupied by Blockbuster. The building is topped by a low barrel roof.

Development: Unknown

NOTES

None

AUTHENTICITY

A relatively new building and in excellent condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/REC

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: British Legion Club

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76269 75014

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The British Legion Club lies to the north-east of the South Muirhead Road, backed by the woodland that separates this building from Muirhead 4. The path to the east of the club is a busy footpath that is used to access the housing at Muirhead 4, 6, 3 and parts of Kildrum from the Town Centre.

Individual elements (including x-ref to sub-fiches): The British Legion is a single-storey red brick structure with a timber fascia painted brown. There are two bays of windows to the south, and to the north one single large window.

Development: Unknown

NOTES

None

AUTHENTICITY

A relatively new building and in excellent condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/TRC/2

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: First Bus Depot

Variant: 4 Glencryan Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 2UL

NGR: NS 76724 74156

Typology: TRC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site. The First bus depot lies to the south of the Glencryan Road/

Individual elements (including x-ref to sub-fiches): The bus depot is a large brick shed with a corrugated pitched roof, the company's colours painted as bands around the base of the building.

Development: Unknown

NOTES

None

AUTHENTICITY

No signs of alterations, no obvious signs of serious deterioration.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/COM

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: The Oasis Cafe

Variant: 3 Glencryan Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76485 74043

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site. The café lies between the Glencryan Road and South Carbrain Road, between the garage and the club, on land that slopes down to the south.

Individual elements (including x-ref to sub-fiches): The café is a single storey structure with a corrugated pitched roof, accessed directly from the ground floor to the north and with some steps to the south (from the small car park). The building is painted with bright pink and aqua.

Development: Unknown

NOTES

None

AUTHENTICITY

The building is in excellent condition externally. Interior not seen.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/REC

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Burroughs Social Club

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76459 73991

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site. The Burroughs Social Club lies at the south-west corner of land between the Glencryan Road and the South Carbrain Road.

Individual elements (including x-ref to sub-fiches): The club is a single storey red brick structure with a flat roof. There is a horizontal band of windows around most of the walls, above which is harled and painted.

Development: Unknown

NOTES

None

AUTHENTICITY

The building shows signs only of external patina, being in relatively good condition and still in use as a social club and event venue.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/3

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: The Dovecote Beefeater Public House

Variant: 4 South Muirhead Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76169 74835

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The pub lies between the South Muirhead Road and Central Way. The South Muirhead Road accesses the parking lot.

Individual elements (including x-ref to sub-fiches): The pub is an irregularly planned two storey building with a pitched-roof. The walls are smoothly harled and painted yellow, and one of the sections has a neo-vernacular appearance with Tudor details.

Development: Unknown

NOTES

None

AUTHENTICITY

A relatively new building and in excellent condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/TRC/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Garage

Variant: Arnold Clark Garage

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76533 74073

Typology: TRC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site. The garage lies north of the Glencryan Road.

Individual elements (including x-ref to sub-fiches): The garage is a single storey brick structure with a band of horizontal windows around part of the building just below the white timber fascia which goes around the building completely.

Development: Unknown

NOTES

None

AUTHENTICITY

The building shows signs only of external patina, being in relatively good condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/IND/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Glencryan Business Centre

Variant: 11 – 21 Glencryan Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67 2UL

NGR: NS 76724 74156

Typology: IND

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site. The Business Centre lies between the Glencryan Road and the South Carbrain Road, to the east of the area.

Individual elements (including x-ref to sub-fiches): The Glencryan Business Centre is a prebuilt factory not built for any one company in particular, an attempt to make Cumbernauld more attractive for industry in the new town's very early years. The Centre is composed of six rows of saw-tooth roof factories, all with corrugated walls. Each row has five bays.

Development: Unknown

NOTES

None

AUTHENTICITY

No signs of alterations, no obvious signs of serious deterioration.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/ADM/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Job Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76191 74940

Typology: ADM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The job centre lies north of the South Muirhead Road, and has a parking lot accessed by this road.

Individual elements (including x-ref to sub-fiches): The building is a single storey pitched roof building. One side of the building extends further to the north of the building.

Development: Unknown

NOTES

None

AUTHENTICITY

A relatively new building and in excellent condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/PUB

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Telephone Exchange

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76587 74121

Typology: PUB

Protection/date: None

HISTORY/DESCRIPTION

Dates: A site for the new main telephone exchange for the Town was selected in the Cumbernauld Station area in 1961 and site investigations and planning of the buildings proceeded from then.

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site. The Telephone Exchange lies to the north of Glencryan Road, between this and the South Carbrain Road.

Individual elements (including x-ref to sub-fiches): The Telephone Exchange is a two-storey flat roof structure with pale brick cladding and cement ribs. The windows are all short horizontal bands.

Development: Unknown

NOTES

None

AUTHENTICITY

No apparent alterations, now owned by BT.

REFERENCES

Bibliography:

CDC. "Annual Report 1961." *The New Towns Record*

[<http://www.idoxplc.com/idox/athens/ntr/ntr/cd2/html/txt/r61o0000.htm>] (1961).

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/LAW/1

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Cumbernauld Police Station

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76061 74822

Typology: ADM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Cumbernauld Police Station lies north of the intersection of St Mungo's Road and South Muirhead Road. The building and its parking lot are accessed from the South Muirhead Road. The ground slopes up to the north-west and so some steps are necessary to access the entrance.

Individual elements (including x-ref to sub-fiches): The Cumbernauld Police Station is a red brick building with an H-plan, each arm topped by hipped roofs.

Development: Unknown

NOTES

None

AUTHENTICITY

A relatively new building and in excellent condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/ADM/2

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Sorting Office

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76232 74582

Typology: ADM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Sorting Office lies north of the South Muirhead Road towards the dead end, and has a parking lot accessed by this road.

Individual elements (including x-ref to sub-fiches): The Sorting Office has a two-storey building to the west with a hipped roof, and attached to and running perpendicular to this is a long single-storey structure with a low pitched-roof. The structure is built of dark brown brick.

Development: Unknown

NOTES

None

AUTHENTICITY

A relatively new building and in excellent condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/SCAR/DEF

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Telephone Exchange

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76459 73991

Typology: DEF

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The triangular shaped South Carbrain area lies to the south of the South Carbrain Road, across that road from the residential area of Carbrain 9. The site is bounded by the Glasgow-Falkirk railway, the B8054 to the north-east and the S Carbrain Road to the north-west. Glencryan Road accesses the site. The TA Centre lies to the north-east end of the South Carbrain triangle, to the south of the Glencryan Road.

Individual elements (including x-ref to sub-fiches): The TA Centre is a complex of two-storey red brick buildings with a mixture of pyramidal and hipped roofs.

Development: Unknown

NOTES

None

AUTHENTICITY

A relatively new building and so, in has signs only of external patina.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/4

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Tesco Extra

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75731 74303

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Tesco lies to the south-west of the Town Centre building, being parallel to this. The building, and its large car park, are accessed from the North Carbrain Road.

Individual elements (including x-ref to sub-fiches): Tesco is a large, flat roof, modern shopping shed with a protruding canopy to the entrance. Inside the building there is a mezzanine that runs along the south-west and north-west sides accessed by lifts and ramps.

Development: Unknown

NOTES

The Tesco Extra is open twenty-four hours and is a very popular place to shop, being always busy.

AUTHENTICITY

A relatively new building and in excellent condition.

REFERENCES

Bibliography:

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/URB

Plan/Image:

Rapporteur/date: Jessica Taylor, September 2008

Name: Town Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75916 74533

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: Early 1960s to present day

Designers/other key agents: CDC and others

Original brief: The town centre, originally planned as an unachievable multi-storey megastructural complex adaptable for future shopping habits and containing a variety of uses, was to take up the space on the very top of the hog back hill and to be surrounded by open green space left to make the centre's impact as a singular masterpiece all the greater. However, from before the town centre structure by Geoffrey Copcutt was even begun the CDC and the Scottish Office realised that the town centre would be developed by private bodies and so would not develop along the envisioned plans. The town centre was to contain all uses for the surrounding residential areas, and be the focus of the town's commercial and social life.

Overall plan/context (including x-ref to area fiche): The town centre lies at the top of the hog back hill and is linear in form. To the north of the area is the north side housing (Seafar, Muirhead and Ravenswood) and to the south Carbrain. At the two ends are Kildrum (east) and Greenfaulds (west). The main road through the town centre runs under Copcutt's buildings

(Central Way) and two bypass roads (St Mungo's Road to the north-west and Tryst Road to the south-east.

Individual elements (including x-ref to sub-fiches): The central area contains a variety of buildings from every decade of the town's existence.

URB/SCO/CNT/CEN/COM/1 [Asda]
URB/SCO/CNT/CEN/COM/2 [Dominos and Blockbuster]
URB/SCO/CNT/CEN/COM/3 [Tesco]
URB/SCO/CNT/CEN/COM/4 [Dovecote Pub]
URB/SCO/CNT/CEN/COM/5 [Antonine Mall]
URB/SCO/CNT/CEN/COM/6 [Farmfoods]
URB/SCO/CNT/CEN/COM/7 [KFC]
URB/SCO/CNT/CEN/COM/8 [Pizza Hut]
URB/SCO/CNT/CEN/COM/9 [Kwik Fit]
URB/SCO/CNT/CEN/COM/10 [British Legion]
URB/SCO/CNT/CEN/COM/11 [Burger King]
URB/SCO/CNT/CEN/COM/12 [McDonalds]
URB/SCO/CNT/CEN/COM&RES/1 [Town Centre Building]
URB/SCO/CNT/CEN/RES/1 [Premier Inn]
URB/SCO/CNT/CEN/LAW/1 [Police Station]
URB/SCO/CNT/CEN/ADM/1 [Job Centre]
URB/SCO/CNT/CEN/ADM/2 [Sorting Office]
URB/SCO/CNT/CEN/ADM/3 [New Town Hall]
URB/SCO/CNT/CEN/ADM/4 [Bron Chambers]
URB/SCO/CNT/CEN/ADM/5 [Fleming House]
URB/SCO/CNT/CEN/ADM/6 [Government Offices]
URB/SCO/CNT/CEN/EDC/1 [Nursery School]
URB/SCO/CNT/CEN/EDC/2 [Technical College]
URB/SCO/CNT/CEN/HLT/1 [Health Centre]
URB/SCO/CNT/CEN/REC/1 [Tryst]
URB/SCO/CNT/CEN/REC/2 [Bowling Centre]
URB/SCO/CNT/CEN/REC/3 [Gala]

Development. The town centre was built on a completely green field site. The central area was to be a comprehensive system of functions easily manoeuvrable by automobile and on foot, the first phase of which was to be Copcutt's town centre building. The idea of the connected town centre was dropped however before the plan for the first phase was even complete. Instead, the town centre has been developed in a piecemeal fashion. The later phases of the town centre building do not connect to one another as seamlessly as would first have been desired, or expected; The other parts of the town centre that were left as open ground have been filled with modern shed supermarkets with large connecting car parks making the central area difficult to traverse on foot and detracting greatly from any sense of cohesion or place.

NOTES

As the central building was to remain open twenty-four hours a day it allowed easy pedestrian access from one side of the town to the other. However, with the construction of the Antonine

Mall this has been curtailed, access through the town centre only possible during its open hours (until 6 or 7 pm).

AUTHENTICITY

The central area is continually changing and progressing. In 2007 the Antonine Mall, a linear shopping mall running parallel to the original town centre building, was opened providing a number of new shops. Several smaller single shops have also been added in the past few years to the north-east of the town, the modern commercial architecture proving that the town centre is more successful than people would believe. Though none of these are part of the original plan for the central area and so are not authentic to that, they none the less have been built and are now part of the town centre.

REFERENCES

Bibliography

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/5

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Antonine Mall

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75976 74455

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Opened May 2007

Designers/other key agents: London & Regional Property

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The shopping centre runs length-ways along the central hill area, parallel to the existing town centre building. The building is bounded to the north by the Tryst Road, and to the south by the other buildings of the central area.

Individual elements (including x-ref to sub-fiches): The Antonine Shopping Centre is a simple linear building with a covered pedestrian route flanked by a variety of shops. There are several entrances, the main entrance at the south-west end near the Tesco Extra. The building comprises of 350,000 square feet of retail facilities in the form of forty retail units.

Development: The construction of the building meant the demolition of the existing and well known ramp that led up to the existing town centre building. To replace this escalators have been provided to access the existing town centre building. Where as one would have been able to traverse the town centre easily at any time of day or night before the construction of the Antonine Shopping Centre, now one needs to access this building to cross the centre, and this is only possible during normal shopping hours.

NOTES

The Antonine Shopping Centre provides modern shopping facilities, but many of the shops in the original town centre wish to move to the new centre, leaving many shop fronts empty in both of the town centre phases still standing, taking away necessary traffic from these areas and because of the vacant shop fronts and low quality of the shops that remain there is an overall shabby appearance.

AUTHENTICITY

The Antonine Shopping Centre did not take the original town centre building at all into consideration, not only by requiring the demolition of a very significant part (the ramp system) but also hides the building from clear view. The materials used do not correspond to any other building in the town. However, the new shopping centre does take into consideration the

original ideas for the town centre as place easily navigated, all together and accessible, differing from the spread out supermarkets accessible easily only by car.

REFERENCES

Bibliography

L&R Properties, "Antonie Shopping Centre Brochure." (February 2007)

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/REC/5

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Cumbernauld Indoor Bowling Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76205 74574

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Bowling Centre lies north of the North Carbrain Road, south of the Asda petrol station, and is bounded to the south-west by the Yule Way. The parking lot for the Centre is accessed from the North Carbrain Road.

Individual elements (including x-ref to sub-fiches): The Bowling Centre is a square plan building with a very low pitch roof. The walls are corrugated and painted grey. There are no windows.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/ADM/4

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Bron Chambers District Court and Council Offices

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76079 74429

Typology: ADM

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1996

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Bron Centre lies next to the New Town Hall between the Antonine Centre and the North Carbrain Road.

Individual elements (including x-ref to sub-fiches): The southern part of the building is similar in style to the New Town Hall with an emblem stating 'Bron Chambers' while the north building is a three-storey rectangular office block with horizontal bands of fenestration.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/EDC2.

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Link Community Education Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76101 74474

Typology: EDC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Link Community Education Centre lies at the end of Bron Way. The building sits on a steep slope making the building two-storeys high at the North Carbrain Road side and one-storey high towards Fleming House.

Individual elements (including x-ref to sub-fiches): The Education Centre comprises of two buildings that overlap at one corner, the north structure being taller than that at the south. Both are smooth walled, the taller building has a projecting, angled fascia and the shorter a normal timber fascia. Fenestration is irregular around the building. The entrance is from raised ground of the pedestrian path to the north.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

North Lanarkshire Website [www.northlan.gov.uk]

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/6

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Farmfoods

Variant: 3a South Muirhead Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76269 75014

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: According to satellite images, this building was built between 2004 and 2008.

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Farmfoods building is located between South Muirhead Road and Muirhead 4 on a small plot of flat land.

Individual elements (including x-ref to sub-fiches): The Farmfoods is a square plan building with an exaggerated mono-pitch roof which extends at the front to form a canopy that runs along the entrance side. Lower on that side the entrance has its own canopy.

Development: Before the Farmfoods building was erected the site was used as parking for the neighbouring buildings.

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/REC/4

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Gala Bingo

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76252 74617

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Gala Bingo lies between the Asda parking lot and the North Carbrain Road, accessed by foot from the north, and by car from the south where the small parking lot is accessed from the North Carbrain Road.

Individual elements (including x-ref to sub-fiches): The Gala Bingo is rectangular in plan. The exterior walls are a pale brick until half way from the ground, then continue in corrugated form. This material is continued to for the low pitched roof. The eaves of the roof are rounded.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/ADM/6

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Government Offices

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75538 74401

Typology: ADM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Government Offices are located to the north-west of St Mungo's Road, with St Mary's Primary School to the west and St Mungo's Church to the east.

Individual elements (including x-ref to sub-fiches): The site contains a complex of interconnected modern buildings, all low-rise apart from a single multi-storey block of offices that stands prominently above the skyline.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/HLT

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Central Health Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76026 74357

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Health Centre is located between the North Carbrain Road and the new Antonine Centre. The North Carbrain Road accesses the parking lot for the centre.

Individual elements (including x-ref to sub-fiches): The Health Centre is rectangular in plan running parallel with the town centre building. To the north-west and south-east are square shaped extensions, each with an internal courtyard. The main building is two-storeys and the extensions lower. All the buildings have pitched roofs.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/8

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Premier Inn

Variant: 12 South Muirhead Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76264 74945

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The KFC restaurant is located to the north-east of the area between the Central Way and South Muirhead Road.

Individual elements (including x-ref to sub-fiches): The KFC is a rectangular building on a north-east to south-west axis. The building is of red brick, has a flat roof and an aesthetic tower to the south corner. The fascia contains the logo of the restaurant and goes around all sides apart from the rear of the building, and match in colour and materials to the pyramidal roof of the square tower.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/10

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Kwik-Fit

Variant: 1 St Mungo's Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75482 74255

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Kwik Fit lies at the south-west end of St Mungo's Road, and was until 2007 surrounded by open green space, but now has a modern block of housing to the east. The footpath that leads from Ravenswood to the Town Centre passes the garage.

Individual elements (including x-ref to sub-fiches): The Kwik Fit is a simple rectangular red brick building with a pitched roof.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/11

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: McDonalds

Variant: 3 Tryst Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76153 74691

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): McDonalds, with the Asda petrol station, flank the entrance to the Asda parking lot. The McDonalds specifically is on a small plot of land that curves along the Central Way.

Individual elements (including x-ref to sub-fiches): The McDonalds follows the usual stand alone McDonalds architecture of a single-storey structure with mansard roof and blind dormers.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/ADM/3

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: The New Town Hall

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76063 74392

Typology: ADM

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1996

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The New Town Hall lies next to the Bron Centre between the Antonine Centre and the North Carbrain Road. The area between these two buildings is well landscaped.

Individual elements (including x-ref to sub-fiches): The New Town Hall is a three-storey building, entered through a two storey glazed entrance hall with the first floor balcony overlooking the ground floor foyer.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

North Lanarkshire Website

[<http://www.northlan.gov.uk/leisure+and+tourism/facilities+for+hire/community+facilities/new+town+hall+cumbernauld.html>]

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/9

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Pizza Hut

Variant: 8 South Muirhead Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76209 74898

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Pizza Hut shares a parking lot with the KFC, lying between Central Way and the South Muirhead Road.

Individual elements (including x-ref to sub-fiches): The Pizza Hut is similar in style to 2 South Muirhead Road [URB/SCO/CNT/CEN/COM2], being rectangular in plan and having a curved roof like those used for covering sports centres. The lower building to the taller to the east was added later.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/COM/7

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Premier Inn

Variant: 4a South Muirhead Road

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76138 74802

Typology: COM

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Premier Inn lies between South Muirhead Road and Central Way.

Individual elements (including x-ref to sub-fiches): The Inn is a modern three-storey building that becomes two-storeys to the north-west because of the slope of the ground. The fenestration is regular and roof combines pitches and hips.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/REL

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: St Mungo's Church

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75665 74490

Typology: REL

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1963-1964

Designers/other key agents: Alan Reiach

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): St Mungo's lies across St Mungo's Road from the Town Centre building, next to the large Government Offices. The building is accessed on foot from the town centre building and the surrounding housing areas. The Town Centre parking is used by the church.

Individual elements (including x-ref to sub-fiches): St Mungo's is a single-storey square plan building with a pyramidal roof. The halls adjoin to the south-west. The church has deep, overhanging boarded timber eaves, which are supported by steel girder columns. There is a continuous horizontal band of clerestory windows below eaves to the Church. The roof is copper and has an apex that forms a roof light which provides for the nave of the church. Above this is the pyramidal belfry. The church accommodates 800 people.

Development: Unknown

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

None

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/EDC

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Cumbernauld College

Variant: Cumbernauld Technical College

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 75887 74216

Typology: EDC

Protection/date: Listed category B

HISTORY/DESCRIPTION

Dates: Completed 1978

Designers/other key agents: Gillespie Kidd and Coia for Dunbarton County Council

Original brief: No brief apart from accommodation provision.

Overall plan/context (including x-ref to area fiche): A nine acre site on prominent grass mound among mature trees, between the inner ring road and the main Glasgow-Stirling Road.

Individual elements (including x-ref to sub-fiches): The school is a three-storey, predominantly rectangular-plan technical college, with stylised M-gable design. The upper two storeys cantilever out, resting on pilotis at the ground level. The gables are metal-framed, of concrete, and are harled. The fenestration is horizontally banded.

There is an unlisted modern extension and also an unlisted nursery school.

The modern extension is a new teaching block completed in 2006, linked to the existing by a whole new (and removable) entrance canopy along the front of the building was completed in 2006, and acts as a link, or 'street' to the new teaching block. During this work the interior of the existing building was altered: the gymnasium was converted and a mezzanine level added there in 2005. All the work was carried out by Jenkins and Marr Architects under the approval of Historic Scotland.

The nursery school is a single storey concrete structure painted a variety of colours and takes up one side of a series of long single-storey structures with very low hipped roofs. These buildings were not linked to the College before the new works from 2005, and now are connected by the new entrance canopy.

Development: Unknown

NOTES

The original Cumbernauld College building by Gillespie Kidd and Coia uses a similar architectural vocabulary to the megastructural town centre.

In 1968 both Dunbarton County Council and Cumbernauld Development Corporation were planning for pedestrian deck access from the College to the Town Centre, thus cementing the two visually and physically.

AUTHENTICITY

The new works to the College have been sensitively carried out leaving Gillespie Kidd and Coia's in tact.

REFERENCES

Bibliography

North Lanarkshire Council, Plans For Cumbernauld Technical College (1971) KC1593
CDC, "Paper CDC/15/68/P Cumbernauld Technical College: Provision of Access." North Lanarkshire Archives UT/73/2

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/CEN/REC/2

Plan/Image:



Rapporteur/date: J Taylor, August 2008

Name: Tryst Sports Centre

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76154 74504

Typology: REC

Protection/date: None

HISTORY/DESCRIPTION

Dates: The pool opened in January 1973, but the centre became operational as a wet and dry facility only in April 1975.

Designers/other key agents: Unknown

Original brief: Unknown

Overall plan/context (including x-ref to area fiche): The Tryst Sports Centre lies between the Asda parking lot and the North Carbrain Road.

Individual elements (including x-ref to sub-fiches): The Tryst Sports Centre is on a steep slope, the pool is on the lower level and visible through windows from the North Carbrain Road. The building has a flat roof, and the half nearest the North Carbrain Road has a deep timber fascia. To this side there is also a brick damp course.

Internally there is a 33 metre pool and adjacent teaching pool, a two court main hall, four squash courts, conditioning room and sauna/solarium suite. Further to these facilities there are two general use rooms, and a restaurant and lounge bar.

The pool and sports hall cost approximately £400,000 each.

Development: The centre developed in two phases, the first containing the swimming pools, ready for use in early 1973, and the sports centre, which was opened in 1975.

NOTES

None

AUTHENTICITY

None

REFERENCES

Bibliography

North Lanarkshire Website [www.northlan.gov.uk]

The Scottish Sports Council. "Tryst Sports Centre, Cumbernauld [Centre Report No. 18]." In *A Study of Sports Centres and Swimming Pools*. Edinburgh, 1979.

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/VIL/URB

Plan/Image:

Rapporteur/date: Jessica Taylor, September 2008

Name: Village

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76629 76086

Typology: URB

Protection/date: None

HISTORY/DESCRIPTION

Dates: 1960 to early 1970s

Designers/other key agents: CDC

Original brief: The CDC worked on infill sites for the existing village of Cumbernauld.

Overall plan/context (including x-ref to area fiche): Cumbernauld Village dates back to before the 18th century, with buildings such as the Village Community Hall (original hall for the parish church) erected in 1743. Cumbernauld Village lies to the north of the new town, and is separated by an expanse of woodland (Wilderness Brae) which slopes down steeply to the north and roadway. The easiest way to access the village from the new town is by car, as the pedestrian route is through unlit woodlands on a rough path which is difficult to navigate when muddy.

Individual elements (including x-ref to sub-fiches): Cumbernauld Village contains a number of worthy 17th, 18th and 19th century buildings, a large number of which have B and C(S) listing status with Historic Scotland. The CDC was responsible for a number of infill housing sites in

the village, in each case taking sensitive design in hand along with the site qualities, sunlight and densities considered for each site in the new town. The CDC housing in the town only in one case follows the traditional pattern of the town (Village 1) whereas the other parts provide more modern layouts of cul-de-sac and pedestrian access housing.

URB/SCO/CNT/VIL/1/RES
URB/SCO/CNT/VIL/3/RES
URB/SCO/CNT/VIL/7/RES
URB/SCO/CNT/VIL/8/RES
URB/SCO/CNT/VIL/10/RES

Development. Cumbernauld Village, from the designation of the new town, developed when vacant sites came up.

NOTES

None

AUTHENTICITY

The village sites are in excellent condition, with no obvious abandoned dwellings and well-maintained grounds.

REFERENCES

Bibliography

None to September 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/VIL/1/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Village 1

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76847 76143

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun April 1959, first handover August 1960, completed October 1960

Designers/other key agents: CDC [Ron Simpson], contractor A B Hornall

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The Village is the existing Cumbernauld Village, in which the sites the CDC are responsible for were infill sites, and was referred to as the Village Redevelopment. Village 1 is on the eastern part of the Main Street, and lies to the north of the street between existing buildings.

Individual elements (including x-ref to sub-fiches): Village 1 consists of two three-storey blocks of flats, one which faces the street, and a further to the north which is separated from the first by a small yard with a bench and landscaping. The whole contains eighteen dwellings. Both are harled with pitched roofs to fit in with the surrounding architecture. The block to the street side has dark painted margins and allows pend access to the rear building. There are 18 flats at Village 1.

Development: Unknown

NOTES

None

AUTHENTICITY

Well maintained. The front blocks shows signs of having been repainted, while the rear does not. The yard also is well maintained. The windows are all new and plastic.

REFERENCES

Bibliography

None to April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref: URB/SCO/CNT/VIL/10/RES

Plan/Image:



Rapporteur/date: J Taylor, April 2008

Name: Village 10

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76820 76249

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Unknown

Designers/other key agents: CDC

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Village 10 lies to the north of Village, between Roadside and the A80. Rigghead Avenue accesses the site, and is bounded to the east by existing housing.

Individual elements (including x-ref to sub-fiches): Village 10 consists of five short rows of two storey housing with pitched roofs, stepped in pairs on a sloping site.

Development: Unknown

NOTES

None

AUTHENTICITY

These houses are well maintained, with little signs of external deterioration.

REFERENCES

Bibliography:

None to April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref. URB/SCO/CNT/VIL/3/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Village 3

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76619 76283

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August 1962, first handover August 1964, completed November 1964

Designers/other key agents: CDC architects, Contractor Peter Johnstone

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The Village is the existing Cumbernauld Village, in which the sites the CDC are responsible for were infill sites, and was referred to as the Village Redevelopment. Village 3 lies to the north of Cumbernauld Village, just beyond Roadside.

Individual elements (including x-ref to sub-fiches): Village 3 consists of thirteen harled terraced houses in two rows stepped to follow the sloping contours of the site. These have slopped roofs, and appear to be split level due to the positioning of the windows, and are raised above street level on ground bounded by an existing wall.

Development: Unknown

NOTES

None

AUTHENTICITY

These houses are in excellent condition. The windows have been replaced and are of various styles.

REFERENCES

Bibliography

None to April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref. URB/SCO/CNT/VIL/7/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Village 7

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76344 75860

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: Begun August 1967, first handover October 1968, completed February 1970

Designers/other key agents: Philip Cocker & Partners, contractor William Loudon

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): The Village is the existing Cumbernauld Village, in which the sites the CDC are responsible for were infill sites, and was referred to as the Village Redevelopment. Village 7 lies to the west of the Cumbernauld Village running along the south of the Auld Road. Later reports say there are 244 dwellings.

Individual elements (including x-ref to sub-fiches): Village 7 comprises 193 dwellings in the form of 5 three apartment terraces, 43 four-apartment terraces, 100 three apartment maisonettes, 32 four apartment maisonettes and 13 two apartment flats. The houses are in the form of two-storey houses with pitched roofs interspersed with three and four storey blocks of flats all with pitched roof.

Development: Unknown

NOTES

Village 7, along with Village 8 & 9 won a Saltire Good Housing Award

AUTHENTICITY

Housing here in good condition though windows have been replaced. The original children's play sculptures exist where they have been mostly removed elsewhere in Cumbernauld.

REFERENCES

Bibliography

None to April 2008

DOCOMOMO-SCOTLAND: Urban Register

IDENTIFICATION

WP Ref. URB/SCO/CNT/VIL/8/RES

Plan/Image:



Rapporteur/date: Jessica Taylor, April 2008

Name: Village 8

Variant: None

Town: Cumbernauld

District/province: North Lanarkshire

Country: Scotland

Postal code: G67

NGR: NS 76570 76120

Typology: RES

Protection/date: None

HISTORY/DESCRIPTION

Dates: First handover February 1969, completed December 1969

Designers/other key agents: CDC architects, contractor Wight Construction

Original brief: Briefs were not set at Cumbernauld Development Corporation in designing housing until much later in the mid to late seventies. Until that time housing types were created by considering sunlight, slope, site and the footpath and road system while attempting to keep the high new town densities set out in the Preliminary Planning Proposal.

Overall plan/context (including x-ref to area fiche): Village 8 lies between Roadside and the rear of Baronhill, sited within existing housing and shops.

Individual elements (including x-ref to sub-fiches): Village 8 consists of a variety of houses, some rows of two storey harled terraces with pitched roofs with four storey blocks of flats around the boundries with shallow pitched roofs, harled with garages at the ground floor. The terraces meet the blocks of flats occasionally with rounded two storey turrets. Village 8 with Village 9 consist of 141 dwellings.

Development: Unknown

NOTES

Village 8 & 9, along with Village 7, won a Saltire Good Housing Award

AUTHENTICITY

These houses are well maintained, with little signs of external deterioration.

REFERENCES

Bibliography

None to April 2008